

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A Weekly Newspaper for Seafaring Folk and their Friends.

No. 79.—VOL. 4. [Registered at the General Post Office]

SATURDAY, APRIL 26, 1890.

[For Transmission Abroad as a Newspaper.] ONE PENNY.

## AS OTHERS SEE US.

*Evolution* passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—"This meeting pledges itself to support SEAFARING."

*Ship Masters' and Certificated Officers' Union.*—"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

*Morning Advertiser.*—"Able and smartly written."

*Daily Chronicle.*—"An ably conducted and interesting paper."

*Reynold's Weekly Newspaper.*—"A bright little paper."

*Literary World.*—"Will be appreciated by all who go down to the sea in ships."

*Cast Seamen's Union* (San Francisco).—"Delightful and interesting, and a worthy champion of the sailors' cause."

*Star.*—"What sailors are interested in, and need to know, is culled from all quarters."

*Liverpool Daily Post.*—"Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people."

*Liverpool Mercury.*—"The variety of matter with which it is replete, and the information which it contains, justify its claim to be 'the organ of the seafaring class.'"

*Liverpool Echo.*—"Nominal price and multiform attractions."

*The People.*—"It will be useful to those in whose behalf it has been started."

*The Democrat.*—"Did useful work."

*Seaboard* (New York).—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

*Weekly Budget.*—"A career of much prosperity and usefulness."

*Tonbridge Free Press.*—"Interesting to everybody."

*Mercantile Marine Service Association Reporter.*—"A genuine ring about the articles, which are written in true sailor style."

*Scottish Leader.*—"Its sails are already filled with a favouring breeze."

*Southampton Observer.*—"Advocates the interests of seagoing folk with zeal and ability."

*Western Daily Press.*—"It is well conducted, and is full of original matter."

*Eastern Daily Press.*—"Something in its columns to suit even gentlemen of England."

*Engineers' Gazette.*—"Rapidly improving, both in quality and circulation."

*Hampshire Independent.*—"Well conducted."

*Cork Examiner.*—"Promises to be one of the most valuable of the class papers."

*South Wales Echo.*—"Well edited, and interesting."

## YARNS.

CXXV.

### ABOARD A CONVICT SHIP.

BY CAPTAIN TOSH.

*Continued from last week*

In due time we made Cape Otway, on the northern side of the entrance to Bass's Strait, Port Phillip then being more frequented by South Sea whalers than anything else. We soon ran through the Strait with a fair wind from about West, passing the various islands in the passage, and counting the various islets as we went along, as there were no lights in the Strait at the time; some of these are now well-defined by good lights, but at that time the Strait was in entire darkness. By the time we reached the longitude of Cape Howe, the S.E. point of the Australian continent, the wind flew round to the southward and blew a hard gale which very quickly carried us to the northward. Shortly after noon on the second day, after rounding Cape Howe, the gale appeared to moderate. Those gales are known as southerly busters, and generally come away almost immediately after a hot north-wester, or brick-fielder as they are locally known. Sail was made to the extent of single-reefed topsails, jib, and courses—not at all too much with the wind nearly aft; but when the ship was hauled to the wind to enter the harbour, just enough to clear the south reef, it was as much as ever she could bear. This was anticipated. Care was taken to have plenty of men stationed at the various ropes so as to handle the ship or canvas smartly, and avoid confusion in running from place to place. Everything was well arranged, and the noble ship would have behaved well enough had the sails only held on. She stood across on the port tack towards the western land, and was then put in stays. She flew up in the wind, having good way on her, but the instant the main topsail began to shiver it split in ribbons. She came round all right, but without the main topsail, but then she would not come to the wind on the other tack. We now attempted to stand out to sea again in order to bend another sail, and dodge for better weather. But it was soon clear that we could not weather the rocks on the northern side of the entrance, the helm being carried hard-a-lee. The order was then given, without reducing any canvas, "Cut away both anchors." This was done and a sight presented itself which is seldom seen. The cables came flying out of the lockers, jumping six or seven feet high in snake-like coils, and as they flew round the iron-bound bitts emitted sparks so continuously that the bitts appeared to be on fire. However, they ran out to the bare ends, and fortunately held on, and brought us up within about our own length from the breakers on Middle Head. With some trouble we got the sails clewed up and made fast. All this occurred, I fancy, in less time than I have taken to describe it. We had now an opportunity to look round at our situation—the ship close under the perpendicular cliffs off Middle Head, which was towering high above our stern. The ship's head being about south, she was open to the whole drift of the South Pacific. We then sent topgallant masts and yards down, bent another topsail, and fired minute guns which, however, were useless, Sydney being to windward, and from the violence of the gale, they could not be heard. But the signalmen from the lighthouse, from which could be seen all that was going on on our decks, telegraphed up to Sydney—"A convict ship ashore on Middle Head." This speedily brought the revenue cutter *Prince George* to our assistance, with several boats from the ships of war in the harbour. But nothing could be done in the face of such a gale as was then blowing. Our only hope was that our anchors would hold on, as nothing could have saved us from the breakers rushing up the face of the perpendicular cliff so close to our stern. The harbour master with body of men also came down, ran into the North Arm, landed and climbed the cliffs directly over our stern, and camped there for the night, kindling fires in order to let us know, should we drive on shore, that they were provided with ropes for our assistance. In the meantime an anxious watch was kept all night on board, and orders were given that should the ship drive or part, the prison doors were to be opened before the ship struck, lest afterwards it should be found impossible. However, all went well during the night. The next morning the gale somewhat abated, and attempts were made to pick up the starboard anchor. There was still a heavy swell on, and the ship was, of course, pitching rather heavily, and as the cable grew short, it was necessary to take in round the bitts to hold on what we got—a slow process, but a sure one. At last, when we imagined the anchor to have been broken out of the ground, it came up without the flukes, having been broken off short by the crown. We were now riding by a single anchor only, with none other to let go, until we bent the starboard bower cable on to the sheet anchor, as the gale was moderating, but still blowing hard. An attempt was made, by the advice and under the superintendence of the officers of the ship—with the consent of the captain, of course—to

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slip from our port anchor with a spring from the quarter, and run into the little harbour on our starboard hand—the North Arm—where I have been many times since. The tops were well manned with topmen from the men-of-war, hands were stationed by the fore and main tacks, and all ready to set sail at the proper instant. The cable was veered away, but just as the spring began to take the strain, it parted, but not before the sails would draw. They were set almost simultaneously—the cable slipped, and the ship was saved. The weather moderated directly afterwards; and, having got a stream anchor from the men-of-war, we worked up to Sydney, a distance of about seven miles, and anchored again in safety, the Sydney of that day being very different from the Sydney of the present.

## PROPOSED FEDERATION OF LABOUR.

### THE PROGRAMME.

Meetings have lately been held of the Sailors' and Firemen's Union in Liverpool and district to take into consideration what steps could be taken to alter the deplorable state of the labour question. The members of the Union look upon existing circumstances with regret, and they are unanimously of opinion that a better state of things can be brought about providing all classes of organised labour were brought into closer contact one with another, and a mutual understanding agreed upon, not for the purpose of creating an offensive policy, but for the purpose of placing themselves in a position to take counsel one class with another before anything of importance should be determined by any class of labour. Resolutions have been passed in all the Branches of the Sailors' and Firemen's Union to the effect that all classes of organised labour whose interests are centred in the shipping industry be invited to elect representatives as early as possible to meet in conference for the purpose of devising the best means of carrying into effect the principle of federation. All classes wishing to be represented are requested to communicate with Mr. Nicholson, Malakoff Hall, Cleveland-square, Liverpool, as early as possible, so that a night may be definitely appointed for the purpose of holding the first meeting. The officials of the Sailors' and Firemen's Union consider that it would be advisable to lay down a preliminary programme for the consideration of all classes before meeting in conference, not to be binding, but for some kind of guidance, each and every clause to be discussed, and either passed, amended, or deleted, as may be determined by the proposed conference.

The following programme has been prepared—First. The council to be called the Labour Federation Council.

Second. It shall be composed of *bond fide* practical men of the class they represent, any non-practical men not being eligible for a representative.

Third. The representation to be limited. Any class with 200 members or less to be entitled to one representative; above 200, and not exceeding 400, two representatives; above 400, three representatives; but no one branch of any organisation to have more than three representatives, so that large organisations shall not be in a position to swamp smaller ones.

Fourth. Each organisation, or branch of an organisation, to pay a tax to defray the expenses incurred by the council in proportion to their representation, such tax to be determined by the council itself.

Fifth. There shall be elected a president, vice-president, secretary, and treasurer to conduct the business of the council, their term of office to be determined by the council when duly constituted. The vice-president to act as president in the absence of the president. Each official, being representatives of the organisation, shall be entitled to vote or move a resolution on any question at issue, and should the voting be equal the chairman shall have a casting vote.

Sixth. None of the officials shall be paid, with the exception of the secretary, who shall receive such remuneration as the council shall decide upon.

Seventh. Rules of order to be drawn up by a committee elected by the council for that purpose.

Eighth. This council shall have for its object the promotion of the interests of labour in all its various phases, and all grievances which any class are labouring under shall be submitted to this council for their consideration, and if it be decided that there is a real grievance, then steps shall be taken to have such grievances redressed in a legitimate manner. In the first place, a deputation shall be appointed to wait upon the employers, and invite such employers to meet the deputation, and discuss the grievance in question, and if no satisfactory results accrue from such meeting, the council shall have power to seek to have a board of arbitration formed to deal with the question, such board to be formed of representatives of both employers and employed in proportionate numbers, and by mutual consent to choose their own arbitrator or arbitrators as the case may be, each and every class of labour to abide by the decision of such labour.

Ninth. It shall be the duty of this council to consider the interests not only of labour, but the interests of capital also, which gives the motive power to labour, as it is, or ought to be, thoroughly understood that both classes are dependent one on the other, and to cripple the interests of one cripples equally the interests of the other.

Mr. W. Nicholson, the district secretary of the Sailors' and Firemen's Union in Liverpool, who communicates the above details, states that the sailors and firemen have come to the conclusion in their own minds that if they base their principles on the lines laid down in the foregoing programme, it will be the means of creating a better feeling between employers and employed, and, further, that it will be the surest means of causing strikes to be things of the past. Mr. Nicholson adds that the members of all classes of labour should take courage, and elect representatives without delay to act in concert with the proposed council. He believes that it will be the surest means of weeding out from all classes men who are impostors on their fellow men. That the united efforts of all classes of labour may be a success not only to the employer, but to the employers, is the sincere wish of the National Amalgamated Sailors' and Firemen's Union.

Mr. J. H. Wilson, the general secretary of the Sailors' and Firemen's Union, last week brought the matter before the Executive of the Union, which was then sitting in Sunderland, and it was decided to empower the officials to take the necessary steps to bring about the proposed federation of labour.

*The City of New York*, of the Inman and International Line Company, is now ready to leave the Clyde for the Mersey.

In commemoration of Mr. William Cliff's birthday on Saturday, the inmates of the Homes for Aged Mariners at Egremont were entertained to tea by that gentleman. Tobacco and pipes were also provided for the seamen.

**DECE CARGOES.**—At Liverpool April 16, before Mr. Raffles, Captain Reynolds, Norwegian ship *Hording*, was summoned for a contravention of the 24th section of the Merchant Shipping Act, 1870. Defendant's vessel left port in the State of Georgia, bound for Liverpool, with a cargo of pitch pine carried on deck, 39 tons 74 cwt. of pitch pine logs. A Cu-toms officer said that when he spoke to defendant about the deck cargo, the latter replied that he had been obliged to put it there to trim the vessel. Mr. Collins, for the defence, submitted that there had been no offence as the captain placed the timber on deck to trim the vessel. If there had been any offence it had been a technical one, because defendant did not know to what port he would be ordered. Fined £25, and costs. On the application of Mr. Collins, Mr. Raffles granted a case.

**THE DEAD MARINE.**—Captain Mark Welch, late of Belfast, Maine, was an old time shipmaster, and many amusing stories are told of his sea life. Captain Welch had a great abhorrence of tobacco, and disliked to find tobacco "quids" about the vessel's deck. One night he found an immense "quid" on the quarter deck alongside the house, which had recently been painted. The captain called all hands. The watch below turned out, and as the night was pleasant they could not imagine what the difficulty was. "Get the watch tackle, straps and a hand spike, and bring them aft," shouted the captain. The crew obeyed in amazement. "Put a strap around the main boom and hook on the watch tackle," said Captain Welch. "What is to be done?" asked the mate. "Sling that dead marine lying there against the house and hoist him overboard," said the captain, pointing to a tobacco "quid." It was done. No more dead marines were found lying about the deck after that.—*Lewiston Journal*.

## SEAFARING DISASTERS.

**Adamant.**—Lloyd's agent at Valparaiso cables Adamant has been totally lost; crew saved.

**Acuba.**—Lloyd's agent at Gibraltar telegraphs: British mail steamer *Liguria*, whilst coming to anchor, was in collision with the British steamer *Acuba* and the French steamer *St. Domingue*. The *Acuba* had stem damaged and plates broken. The *Liguria* has two plates broken.

**Brankelom.**—Liverpool steamer, from Cardiff, ashore at Gunwalloe, Cornwall; crew saved by rocket apparatus, April 21, will be total wreck. It having been stated that Union men tampered with the compass, and that the crew were drunk, the owners state that these reports have no foundation, and that the crew were perfectly sober when they joined and left the ship. Some spirits were pillaged on the beach, and this probably gave rise to the report.

**Bazalgette,** s, of London, collided with the Dutch steamer *Amstelstroom*, which was lying at anchor off Rosherville.

**Birdston,** s, from Iquique, in docking at Garson Dock, Liverpool, struck the pier head, and damaged her bow plates.

**Carlton,** British s, Pormar for Philadelphia, put into St. Michael's April 11, with machinery out of order.

**Coventina,** s, ashore at Cuxhaven, got off and returned to Cuxhaven.

**Crimea,** s, is reported by telegraph from Peru, dated April 23, to have arrived at Constantinople on Thursday with shaft broken; is undergoing repairs.

**Daisy,** fishing-boat, of Crail, has been swamped in the surf off Crail Harbour; two men, names Cargill and Brunton, drowned.

**Elizabeth Peers,** from Dublin for Wells, grounded entrance Wells Harbour, blowing a strong gale from the east.

**Elginshore.**—Lloyd's agent at Vera Cruz cables: British steamer *Elginshore* has gone ashore, but will probably be got off without damage.

**Glendon,** reported ashore, has been towed into Yokohama.

**Garonne,** British steamer, towed into Cadiz by British steamer *Derwentdale*, with piston bolt carried away.

**Jane Elizabeth,** smack, of Hull, from Largo for Ports-mouth has been wrecked at Emanuel Head, Holy Island; crew saved.

**John Williams,** from Port Madoc for Margate with slates, put into Milford Haven, April 23, having sprung a serious leak through straining in a heavy sea.

**Kambira,** British ship, during the cyclone on March 28, lost main topgallant mast, and fore and mizzen topgallant masts had to be cut away to save the ship. Hatchets also stove in. Ship not leaking.

**Liberte,** schooner, 71 tons, Morrison's Haven for London, is reported from Methil to have foundered in Firth of Forth; crew landed in own boat.

**Liguria,** see *Acuba*.

**Mary Ann,** sand barge, sunk off Coalhouse Point by *Edith*, steamer, of Grimsby, outward bound to Boulogne. Four of crew of barge supposed drowned. *Edith* had small hole in port bow above water, and anchored off Gravesend.

**Newbattle,** British steamer, of Leith, from Danzig for Liverpool, ashore at Swanage, full of water. Crew saved.

**Newport,** s, foundered off Red Head; crew landed.

**Proventis,** British s, is reported by telegraph from Nagasaki aground at Amakusa. Got off after discharging part of cargo.

**Runic,** White Star Line steamer, which left Liverpool April 17, has returned to port and docked.

**Rentrew,** s, put into Aden with machinery out of order.

**Romanby,** British steamer, from Port Said, has put back with cylinder cover and connecting rod broken.

**Sultan,** British steamer, Hamburg for Hull, and the British steamer *Wetherby*, Hamburg for Philadelphia, have been in collision; both damaged.

**Tetuan** has gone ashore at Loochoo Islands, and will probably be a total wreck.

**Ulysses,** s, has gone ashore near Tanabe.

**Vindolane,** s, from Penarth, put into Gibraltar, April 18, on account of bad weather, and with cargo shifted.

**Vulture,** schooner, of Banff, in Canning Dock, has sustained some damage to her sails.

**Wetherby,** s, see *Sultan*.

**ANOTHER** strike of dockmen has taken place at Mostyn. The labourers at Mostyn have come out for increased wages.

## DEATH ROLL.

The following is a list (just issued) of names and other particulars of British and Irish seamen whose deaths have been officially reported during March, 1890. (It does not include foreigners.) First the seaman's name is given next his age, rating, birthplace, cause of death, date of death, and the name of the ship to which he belonged. If he had left the ship at the time of his death her name is printed in italics in this roll.

- Aird, James, 21, A.B., Liverpool, washed overboard, Sept. 20, sea, Letterewe.  
 Allison, J., 46, A.B., London, drowned, Dec. 8, Inventor.  
 Allen, John, 39, fireman, Southampton, meningitis, March 3, hospital, Gibraltar, Bernicia.  
 Allen, George, 18, apprentice, New Holland, Lincolnshire, boat capsized, March 19, North Sea, Vigilant.  
 Anderson, John, about 30, Foy, boatman, English, washed out of boat and drowned, March 4, off Souter Point (Foy boat).  
 Anderson, Wm., 22, missing (supposed drowned by falling into dock), Jan. 25, Troon wet dock, Eledena.  
 Andrew, S. I., 48, master, Penzance, vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 Arkle, W. R., 19, 3rd mate, Carrick, vessel missing since Jan. 20, sea, Cape Clear.  
 Basse, Jacob, 24, A.B., Barrow-in-Furness, vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 Baltson, Wm., 50, cook, Ardrossan, fell overboard, March 18, Bristol Channel, Captain Cook.  
 Baker, Joseph 58, boatswain, British, congestion of the lungs, March 13, Queen Elizabeth.  
 Baker, James, 39, 2nd hand, Winterton, drowned, Feb. 27, North Sea, Hearty Welcome.  
 Ballantine, Wm., 25, 2nd mate, Slamanan, vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 Banks, Richd., 50, 3rd hand, Ramsgate, washed overboard, Feb. 27, North Sea, William and Mary.  
 Beattie, Wm. Russell, 25, 2nd mate, Dumfries, small-pox, Nov. 21, Chefoo, Sam-Mendel.  
 Behme, seaman, Melbourne, vessel missing since May 29, sea Gallant.  
 Bevan, Wm. Henry, 26, sailmaker, Swansea, supposed to have gone overboard, July 5, sea, Doune Castle.  
 Beveridge, Alexander, 46, A.B., Dunfermline, vessel lost by collision, Feb. 18, off Hartlepool Bay, Coral Queen.  
 Bissett, Alexr., 28, surgeon, Moray, diarrhoea, following influenza, Jan. 18, or Feb. 13, sea, Bolivia.  
 Black, John, 16, mess steward, Renfrew, vessel missing since Jan. 20, sea, Cape Clear.  
 Boyle (Patrick), Paddy, 50, fisherman and farmer, Irish, vessel missing since Jan. 11, sea, St. Patrick.  
 Brandenburg, Wm., see Prondlerburg.  
 Brophy or Boophy, John, 28, fireman, Liverpool, vessel missing since Jan. 20, sea, Cape Clear.  
 Brown, John, 24, A.B., U.S.A., washed overboard, Jan. 22, North Atlantic, Thetis.  
 Brown, Joseph, 27, engine driver, Aberdeen, dropsy, heart and kidney disease, March 9, sea, Brenda.  
 Brown, Wm., 26, 4th hand, Loddon, washed overboard, March 9, North Sea, Ruby.  
 Bruford, Alfred, 92, A.B., Liverpool, fell overboard, Feb. 15, sea, Magellan.  
 Buchan, James, 48, fireman, Aberdeen, drowned, (in harbour), Jan. 26, Fiume, Dodona.  
 Buckley, M. A., 30, 2nd mate, Belfast, vessel missing since Jan. 20, sea, Hesper.  
 Burns, Alfred, 25, A.B., Waterford, dysentery, Feb. 17, Juno.  
 Burnside, Walter, 39, purser, Glasgow, angina pectoris, March 6, Brooklyn, New York (on board), California.  
 Burton, Richard, 26, A.B., Bury, vessel missing since Jan. 20, sea, Cape Clear.  
 Batt, Reuben, 23 (26), A.B., Newfoundland, drowning, Feb. 19, sea, William.  
 Byrne, Hugh, 35, mate, Dundalk, drowned, March 8, Dublin, Netherton.  
 Cahill, P., 28, boatswain's mate, United States, heart disease, Jan. 10, sea, Mauna Loa.  
 Callaghan, Pat, 28, A.B., Cork, internal hemorrhage, Sept. 18, Brenda.  
 Canes, John, 25, A.B., Boston, vessel stranded, Jan. 26, off Callantsog, Loch Moidart.  
 Canny, Shann, 64, fisherman, Irish, vessel missing since Jan. 11, sea, St. Patrick.  
 Canny, Pat, 20, fisherman, Irish, vessel missing Jan. 11, sea, St. Patrick.
- Canny, Denis, 22, fisherman, Irish, vessel missing Jan. 11, sea, St. Patrick.  
 Carter, John, 23, A.B., Liverpool, vessel missing since Jan. 20, sea, Cape Clear.  
 Charles, Edwd., 48, cook, Kingston, West Indies, heart disease, Dec. 10, Howrah General Hospital, Zingara.  
 Chase, Cyrus, 30, A.B., America, Massachusetts, heart disease, April 5, 1889, sea, W. J. Pirrie.  
 Chamberlain, Saml., 19, 5th hand, Gorleston, washed overboard, March 9, North Sea, Ruby.  
 Chapman, Hiram, 17, 4th hand, Scarborough, drowned, March 17, Brill.  
 Charlato, James, 22, fireman, vessel foundered, Sept. 5, North Atlantic, Earmoor.  
 Chipperfield, Charles, 18, cook, Norfolk, washed overboard, March 9, Dogger Bank, Nell.  
 Christen, T., 26, A.B., St. Ives, vessel missing since Jan. 20, sea, Hesper.  
 Clague, Robt., 32, A.B., Liverpool, fever, Jan. 3, sea, Edmund Richardson.  
 Clark, Hugh H., 25, 3rd engineer, Inverness, crank shaft falling and crushing him (engines having been put ahead by first engineer under the impression everything was clear), Feb. 25, sea, Cilurnum.  
 Clarke, James, 17, apprentice, Liverpool, vessel missing since June 22, sea, Rimac.  
 Colby, George, 30, 3rd hand, fisherman, Yarmouth, drowned, Feb. 27, North Sea, Hearty Welcome.  
 Colby, Wm., 50, fireman, Lynn, supposed heart disease, March 8, Lynn, Northcote.  
 Combe, James, 25, steward, Liverpool, Feb. 18, Commercial Dock, London, Ealing.  
 Cooper, Jas., 24, A.B., Creetown, vessel missing since Jan. 20, sea, Cape Clear.  
 Crawford, Bertram, 28, cook and steward, Baltimore, U.S.A., washed overboard, Jan. 22, sea, Thetis.  
 Crocker, George, 61, A.B., Bridport, Dorsetshire, fell between quay and ship, Feb. 11, Ipswich, Eliza Emma.  
 Cullen, Patrick, 18, O.S., Wexford, diarrhoea and malignant fever, Aug. 22, sea, San Lorenzo.  
 Davies, George, 31, master, Newport, Pem., vessel missing since Jan. 20, sea, Hesper.  
 Davies, John, 19, O.S., Newquay, typhoid fever, Oct. 14, hospital, Pelotas, Rio Grande do Sul, George B. Balfour.  
 Day, Henry, 39, fireman, British, drowned, Mar. 16, Deepdale.  
 De B o. Oill, 18, O.S., Antwerp, vessel missing since June 22, sea, Rimac.  
 Dempsey, Edward, 20, O.S., Liverpool, fell overboard while taking in a sail aloft, Mar. 9, North Sea, Fern.  
 Diver, Hugh, 25, fisherman, Irish, vessel missing since Jan. 11, sea, St. Patrick.  
 Dix, Christopher, 39, A.B., Sunderland, vessel lost by collision, Feb. 18, off Hartlepool Bay, Coral Queen.  
 Dixon, George, 53, boatswain, North Shields, heart disease and lung disease, March 4, sea, Thomas Melville.  
 Donnigan, W., A.B., vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 Doran, John, 58, cook, England, Jan. 30, Avonmore.  
 Drysdale, James, 49, master, Glasgow, unknown, Dec. 14, City of Delhi.  
 Duffy, Pa., 20, fisherman, Irish, vessel missing since Jan. 11, sea, St. Patrick.  
 Duffy, Bernard, fisherman, Irish, vessel missing since Jan. 11, sea, St. Patrick.  
 Dummer, Wm., boatswain, vessel foundered, May 9, North Atlantic, Earmoor.  
 Dunn or Nunn, Hy., 29, bandsman and general servant, Kent, consumption, Feb. 24, London, Victoria.  
 Durant, James, mess boy, vessel foundered, Sept. 5, North Atlantic, Earmoor.  
 Edwards, Richard, 40, steward, Anglesea, vessel missing since Jan. 20, sea, Cape Clear.  
 Egan, John, 24, fireman, Liverpool, vessel missing since Jan. 20, sea, Cape Clear.  
 Ellis, J., 27, mess-room steward, London, Hospital? Aden, New Guinea.  
 Elmore, Frederick, 27, fisherman, Nottinghamshire, fell overboard, March 7, North Sea, Saltaire.  
 English, Nicholas J., 20, apprentice, Queenstown, supposed drowning (vessel missing), since June 22, sea, Rimac.  
 Evans, W. P., 31, carpenter, British, cholera, Feb. 8, Fulford.  
 Falconer, E. J. W., 2nd mate, Inverness, drowned, Feb. 13, Terneuzen, Newbattle.  
 Farrell, John, 40, cook and steward, Dublin, consumption, Nov. 12, Callao, Marion Inglis.  
 Farrisy, John, 43, A.B., Cork, injured spine (struck by a sea and thrown against a spar, Nov. 23), Dec. 8, sea, Kentmere.  
 Farrell, Peter, 32, fireman, British, cholera, Feb. 8, Fulford.
- Ferguson, Samuel, 21, seaman, Belfast, fell overboard, March 15, Ardrossan, Grampus.  
 Field, Wm., 24, A.B., London, vessel lost by collision, Oct. 2, North Atlantic, Minnie Swift.  
 Finch, James Thomas, 24, 2nd hand, Plymouth, fell into dock; returning to ship on a dark night, March 16, Nulford Dock, Enterprise.  
 Fisher, Henry, 43, A.B., Bristol, vessel missing since Jan. 20, sea, Hesper.  
 Flude, Robert, 19, apprentice, Carlford, Suffolk, supposed to have fallen or to have been jerked overboard when at the tiller, March 8, North Sea, Corisande.  
 Fraser, Henry, 25, A.B., New Zealand, vessel missing since Jan. 20, sea, Cape Clear.  
 French, Joseph, 46, A.B., American, pulmonary complaint accompanied by heart disease, Feb. 7, sea, Annesley.  
 French, Jacob, 27, A.B., Bay Roberts, Newfoundland, malarial fever, Jan. 31, sea, A. M. Brun-dit.  
 Friar, Jack, 38, fisherman and farmer, Irish, vessel missing since Jan. 11, sea, St. Patrick.  
 Friar, Michael, 40, fisherman and farmer, Irish, vessel missing since Jan. 11, sea, St. Patrick.  
 Fry, Wm. Walter, 20, apprentice, Christchurch, knocked down the hold by a bag of coals swinging against him, Oct. 5, hospital, Iquique, Douce Castle.  
 Fryatt, Edward, 26, A.B., British, vessel foundered, March 2, Ramsgate Roads, Ville de Calais.  
 Gadd, R. W., 36, 2nd mate, Liverpool, vessel missing since Jan. 20, sea, Cape Clear.  
 Gall, Robert, 23, 3rd hand, Grimsby, washed away by a heavy sea, March 11, North Sea, Aquila.  
 Galloway, James, 16, O.S., Saltcoats, vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 Galloway, John, 45, A.B., Alloa, vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 Garn, Jas. Base, 49, A.B., British, vessel foundered, March 2, Ramsgate Roads, Ville de Calais.  
 Gay, Joseph, 45, steward, Great Yarmouth, vessel missing since Jan. 20, sea, Hesper.  
 Glasson, George Heraman, 37, master, Penzance, small-pox, Jan. 21, Swatow, Sung Kiang.  
 Goff, Thomas, 30, fisherman, London, fell overboard, March 10, North Sea, James Campbell.  
 Good, Allan, 23, deck hand, fisherman, Stonegreen, Essex, swept overboard, Feb. 26, North Sea, Volunteer.  
 Goodridge, Charles Edwin, 25, 3rd hand, London, fell overboard, March 16, North Sea, England's Rose.  
 Gordon, Alexr., 21, A.B., Glasgow, accident, Dec. 5, Maulesden.  
 Grady, Wm., 41, A.B., Taunton or Queenstown, heart disease and asthma, Feb. 23, sea, Cape Breton.  
 Grant, James, 58, cook, Grenada, acute rheumatism, Feb. 15, sea, Scottish Isles.  
 Grayson, Henry, 48, A.B., Warkington, drowned, Jan. 25, off Isle of Wight, Irex.  
 Green, John, 32, fireman, Donegal, prostration and convulsions, March 1, sea, Circassia.  
 Grey, Richard J., master, vessel foundered, Sept. 5, North Atlantic, Earmoor.  
 Grierson, Thomas, 48, master, Creetown, typhoid fever, Feb. 25, Hospital, Bremerhaven, Larnaca.  
 Grose, Elizabeth, 50, stewardess, Hants, disease of the heart and asthma, Dec. 30, sea, Buenos Ayres, Trent.  
 Guinea, Hugh, 22, A.B., Strangford, vessel missing since June 2, sea, Rimac.  
 Guilfoyle, —, 34, van man, Irish, vessel missing since March 9, Kingston Harbour.  
 Hammell, Frederick, 19, A.B., Falmouth, fell overboard, Jan. 7, sea, Glanfargh.  
 Hamilton, Robert, 50, assistant steward, Glasgow, consumption, March 23, Glasgow, Manitoba.  
 Hanlon, James, 31, fireman, Egremont, crushed between lifeboat and vessel, March 10, off Cape Roca, Florence Richards.  
 Hannigan, Chas., 17, O.S., Liverpool, supposed fallen overboard from aloft, Feb. 17, sea, Mooltan.  
 Hansen, or Harren, Martin, 21, A.B., Drammen, vessel missing since June 22, sea, Rimac.  
 Hanlon, Hamilton, 35, fireman, Wigton, fell between ship and wharf, Feb. 25, Eston Jetty, Middlebro', Eden.  
 Hansen, Ernest Edgar, 23, boatswain, Moffat, vessel stranded, Jan. 25, off Isle of Wight, Irex.  
 Harding, John, 19, A.B., Portsmouth, fell overboard, March 2, off North Goodwin, Hope.  
 Harrison, T., 34, cook, Dumbarton, vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 Hatchett, John Joseph, 16, apprentice, Kingstown, Dublin, vessel stranded, off Isle of Wight, Irex.

- Hawthorn, George, 31, engineer, Whithorn, Wig town, consumption, Aug. 15, Hobart.  
 Hecls, Angel, 28, A.B., France, vessel missing, since June 22, sea, Rimac.  
 Henderson, Henry, 30, Lerwick, washed overboard, March 10, sea, Ravenspur.  
 Herron, W., 24, A.B., Belfast, vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 Hill, Peter Alfred, 18, apprentice, Liverpool, vessel missing since June 22, sea, Rimac.  
 Honder, Kechi, 30, Collingham.  
 Howell, A., 26, Jan. 17, sea, Cleddu Belle.  
 Howlett, Ed., 27, netstower, British, found drowned, March 24, Sutton Harbour, Plymouth, Charter.  
 Hulme, J. G., 26, steward, Manchester, vessel lost by collision, Oct. 2, North Atlantic, Minnie Swift.  
 Hulme, E., 26, stewardess (first ship), Manchester, vessel lost by collision, Oct. 2, North Atlantic, Minnie Swift.  
 Hunt, Thos., 3rd engineer, vessel founded about Sept. 24, North Atlantic, Earmoor.  
 Huntley, Herbert Harold, 20, apprentice, Reading, Berks, consumption, Jan. 27, sea, Kentmere.  
 Hutton, James, 40, master, Sterling, vessel stranded, Jan. 25, off Isle of Wight, Irex.  
 Huxstep, Edw., A.B., vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 Irvine, Geo., 28, A.B., Dundee, consumption, March 19, Greenwich hospital, Sorrento.  
 Irvine, Jas. A., 38, 1st mate, Peterhead, vessel stranded, Jan. 25, off Isle of Wight, Irex.  
 Jago, Wm., 44, master, Cornwall, typhoid fever, Jan. 27, Bessie Dodd.  
 Jamieson, John, 34, A.B., Shetland, washed overboard while at wheel, Feb. 4, sea. Cavalier.  
 Jefferson, Geo., 45, cook, British, drowning, March 14, Hardwick.  
 Jeffrey, John Francis Key, 18, apprentice, Erith, vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 Jenkins, Joseph, 40, mate, Cornwall, loosing mizzen sail; supposed knocked overboard by it; March 5, sea, Look Out.  
 Jerrard, Walter, 21, fireman, Sunderland, vessel lost by collision, Feb. 18, off Hartlepool Bay, Coral Queen.  
 Johnson, Robt., 40, A.B., vessel founded, Sept. 5, North Atlantic, Earmoor.  
 Johnson, Edwd. or John, 33, A.B., vessel founded, Sept. 5, North Atlantic, Earmoor.  
 Johnston, Nicholas, 55, master, Irish, heart disease, March 19, Elgin.  
 Johnson, Peter, 50, Liverpool, drowned, July 24, sea, Hevelius.  
 Johnstone, Charles, 25, quartermaster, Portsmouth, gastric fever, May 7, Hospital Guayaquil, Mendoza.  
 Jones, Evan, 31, master, Cawsand, Cornwall, found drowned (missing), since Jan. 21, Swansca, Denia.  
 Jones, Nathaniel Robert, 16, L'Anfair, P. G., vessel lost by collision, Oct. 26, Belfast Lough, Mary Ann Jane.  
 Jones, Thos., 17, O.S., British, fracture of skull by accident, Feb. 8, Port Elizabeth, Talavera.  
 Jones, Hu. R., 26, O.S., Abersoch, vessel wrecked, Dec. 16, Lundy Island, Eliza Jones.  
 Jones, Arthur, 17, O.S., Liverpool, vessel missing since Jan. 20, sea, Hesper.  
 Keay, Andrew, 27, deck hand, Cellardyke, co Fife, washed overboard, March 11, off east coast Scotland, Eclipse.  
 Keeble, Thos., 29, A.B., Liverpool, debility and fever, Jan. 4, sea, Godiva.  
 Kelby, John, 28, trimmer, Liverpool, epilepsy, Feb. 17, sea, Lake Huron.  
 Kelby, Wm., 45, carpenter, Liverpool, vessel missing since Jan. 20, sea, Cape Clear.  
 Kemp, Henry, 17, A.B., London, lost overboard, Nov. 9, sea, Nodleburn.  
 Kenny, Daniel, 27, fireman, Coventry, consumption, Jan. 9, sea, Stockholm City.  
 Kendell, Harry, 21, fireman, Dorset, vessel missing since Jan. 20, sea, Hesper.  
 Kiddie, David, 38, master, North Shields, vessel missing since Jan. 20, sea, Cape Clear.  
 Kilcho, John, 40, sailmaker, Paisley, vessel stranded Jan. 26, off Callantsog, Holland, Loch Moidart.  
 King, G. F. (P.), carpenter, British, diarrhoea and debility, Feb. 17, sea, Niger.  
 Knights, John, 19, captainman, English, fell from the rigging, March 3, five miles S.E. of Lowestoft, Thalia.  
 Lamont, James, 49, fireman, Paisley, rupture of a blood vessel, March 21, Middlesbrough, Gennmore.  
 Lathwood, Wm., 25, 2nd hand, Greenwich, fell overboard while hauling, March 9, North Sea, Sea King.  
 Laurie, James, 13, mess steward, Newcastle, washed overboard, Jan. 19, sea, Domira.
- Laurie, or Laure, Joseph, 45, A.B., Liverpool, bronchitis and pleurisy, Oct. 7, sea, County of Caithness.  
 Latham, Wm., drowning, Jan. 11, sea, Curlew.  
 Ledger, Thomas, 48, A.B., Dublin, heart disease, Oct. 6, Loch Broom.  
 Leslie, James, 41, A.B., British, bronchitis, March 2, Fitzroy.  
 Lewis, C., 36, donkeyman and fireman, London, vessel missing since Jan. 20, sea, Hesper.  
 Livingstone, Neil, 45, master and owner, of Mull, fall of cargo (stones) in hold, Aug. 28, Bristol, Mary Livingstone.  
 McAteer, W. R., 28, 1st mate, Belfast, vessel missing since Jan. 20, sea, Hesper.  
 McAusland, J., 35, 1st engineer, Renfrew, vessel missing since Jan. 20, sea, Hesper.  
 McCann, Thomas, A.B., vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 McCarthy, John, about 26, gasfitter, Irish, vessel missing since March 9, Kingston Harbour, unnamed and unregistered pleasure boat.  
 McCullagh, Patrick, 32, fireman, South Shields, Dec. 16, ? hospital, Antwerp, Sam Weller.  
 McDonald, David, 38, A.B., Skye, Feb. 9, Genoa, Wally.  
 McDonald, John, 29, fireman, Dublin, vessel missing since Jan. 20, sea, Hesper.  
 McGloin, Daniel, 32, boatswain and lamplighter, Sligo, vessel missing since Jan. 20, sea, Hesper.  
 McInnes, Geo., 28, A.B., London, vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 McIntosh, Andrew, 43, A.B., dropsy, Dec. 13, sea, Arizona.  
 McKay, John Crichton, 25, fisherman, Scotch, vessel founded, March 12, Loch Eriboll, Rapture.  
 McKenzie, Alex., 37, baker, Tobermory, pulmonary phthisis, March 8, Greenwich Hospital, City of Canterbury.  
 McKinlay, Alex., 29, 1st mate, Dumbarton, vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 McLeverty Charles, 23, A.B., St. Thomas, cholera, Feb. 11, Hospital, Bangkok, Janet Ferguson.  
 McNamee, Hugh, 35, A.B., British, killed by upper fore top gallant yard, Sept. 7, British Empire.  
 McQuarie, Archibald, 43, carpenter, Tobermory, vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 McQueen, James, 19, apprentice, Glasgow, vessel stranded, Jan. 21, off Callantsog, Holland, Loch Moidart.  
 McQuillan, Wm., 19, A.B., Carrickfergus, drowned, Feb. 14, Andes.  
 Maas, see Mass.  
 Maddern, Wm. Thos., 40, master, St. Leven, Cornwall, consumption, March 16, Scilly Islands, White Star.  
 Maddocks, E., 18, boy, Trevine, Jan. 23, sea, Iris.  
 Malcomb, A.B., 27, 3rd mate, Edinburgh, vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 Mann, Robert, seaman, Belfast, liver complaint, Dec. 8, Aguadilla, Porto Rico, W. R. Chester.  
 Mardle, Wm., 24, fireman, Derby, drowning, March 27, Castro.  
 Marshall, Wm. Miller, 18, apprentice, Glasgow, vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 Martin, Frank Bachel, 41, 1st mate, Ramsgate, drowning, March 19, Barrow, Blonde.  
 Mass, H., 30, fireman, vessel founded, Sept. 3, North Atlantic, Earmoor.  
 Michel, Hyman, 19, messroom steward, Cardiff, vessel missing since Jan. 20, sea, Hesper.  
 Middleton, R., 38, 1st mate, Warwick, vessel missing since Jan. 20, sea, Cape Clear.  
 Milne, Alexr., 45, A.B., Peterhead, vessel missing since Jan. 20, sea, Hesper.  
 Miller, Edward, Barbadoes, consumption, Sept. 17, ea, J. H. Masters.  
 Miller, Wm., 36, fireman, Liverpool, vessel missing since Jan. 20, sea, Cape Clear.  
 Mitchell, George, 33, A.B., Liverpool, fell overboard, Jan. 23, sea, Principia.  
 Mitchell, Wm., 27, 2nd engineer, Bridgend, vessel missing since Jan. 20, sea, Hesper.  
 Monk, Thos., drowning, Rosedale.  
 Moore, Wm., 38, A.B., Liverpool, heart disease, March 5, sea, Toronto.  
 Moore, Alfred, 19, 4th hand, Greenwich, drowned, March 9, North Sea, Promise.  
 Moore, Frank, 17, deck hand, apprentice, Eton, epistaxis and haemorrhage, March 2, Hull, Amy.  
 Morris, Thomas, 46, fireman, Oswestry, found drowned, Feb. 26, missing since Jan. 18, Blyth, Etina.  
 Mozu, Charles Noel Palmer, 16, apprentice, Yarmouth, vessel stranded, Jan. 26, off Callantsog, Loch Moidart.
- Morgan, Stephen, congestion of the lungs, Feb. 21, La Ciotat, Oceanien.  
 Murphy, Joseph, 28, 2nd mate, unknown, vessel missing since June 22, sea, Rimac.  
 Naylor, Thos. H., 37, A.B., Manchester, vessel missing since June 22, sea, Rimac.  
 Neil, R., 35, A.B., British, unknown, Feb. 7, Brablock.  
 Neil, T., 45, cook and steward, unknown, vessel missing since June 22, sea, Rimac.  
 Newman, Clement, 20, apprentice, Hull, yellow fever, Oct. 8, Rio, Orissa.  
 Newton, Thos. James, 36, fireman, New Ealing, vessel missing since Jan. 20, sea, Hesper.  
 Newman, Henry, 33, A.B., Newcastle, vessel missing since Jan. 20, sea, Cape Clear.  
 Noye, Alfred, 19, O.S., British, washed overboard, March 9, off Cromer, Zenobia.  
 Nunez, J. A., rheumatism and paralysis, Jan. 8, Hospital, Philadelphia, Ohio.  
 Nunn, Hy. See Hy. Dunn.  
 Oatway, Thos., 26, 1st mate, Appledore, supposed drowned (missing), Feb. 23, Garth.  
 Ogilvie, W., 17, O.S., St. Andrews, vessel stranded, Jan. 25, off Isle of Wight, Irex.  
 Orr, Malcolm, A.B., vessel stranded, Jan. 26, off Callantsog, Holland, Loch Moidart.  
 Osborne, Robert, 18, fisherman, deck hand, Bacton, washed overboard, Feb. 26, North Sea, Hildyard Marshall.  
 Owen, Griffith, 49, Pwllheli, consumption, July 9, Pwllheli, Samuel Holland.  
 Painter, A., 1st mate, vessel founded, Sept. 5, North Atlantic, Earmoor.  
 Percy, Stephen, steward, vessel founded, Sept. 5, North Atlantic, Earmoor.  
 Petri, O., 22, 4th hand, London, drowned, Feb. 20, Cay Deeps, North Sea, Daylight.  
 Pigg, Wm., 23, fireman, Tynemouth, falling down the hold of the "Brazilian," 8.45 p.m.; went on board to see a friend, Feb. 9, Savona, Agnes Otto.  
 Piggott, Joseph, 20, deck hand, London, fell overboard, Feb. 14, off Terschelling, in North Sea, Snowdrop.  
 Plagge, A., 29, fireman, vessel founded, Sept. 20, North Atlantic, Earmoor.  
 Porter, Thos., 21, general servant, Worcester, unknown, Jan. 20, Mediterranean, Oceanica.  
 Potts, Wm., 29, 2nd engineer, Sunderland, vessel missing since Jan. 20, sea, Cape Clear.  
 Prandersburg, W., see Prondersburg.  
 Rigby, Henry Arthur, 15, boy cook, Blackpool, fell into dock, Feb. 20, Charlestown Dock, Cornwall, Livingstone.  
 Roberts, Hugh, 29, A.B., Amwch, vessel missing since Jan. 20, sea, Cape Clear.  
 Roberts, Wm., 50, boatswain, Abersoch, vessel wrecked, Dec. 16, Lundy Island, Eliza Jones.  
 Roberts, Wm., 55, steward, English, apparently heart disease, Feb. 19, sea, Egyptian.  
 Robinson, Wm., 27, A.B., vessel founded, Sept. 5, North Atlantic, Earmoor.  
 Rogers, Henry, 40, A.B., England, fell into lower hold, Sept. 6, sea, Natuna.  
 Rome, James, 40, master, Devonport, died suddenly, sea, Wileysike.  
 Ross, John Thos., 48, refrigerating engineer, County Cavan, general debility, March 21, Dunkirk, Hydarnes.  
 Rowe, Frederick N., 22, 3rd engineer, Penzance, vessel missing since Jan. 20, sea, Cape Clear.  
 Russell, Arthur Thomas, 15, apprentice (first voyage), Liverpool, washed overboard, d. March 9 20 miles WSW from Spurn Light, Antilles.  
 Rust, Gilbert, 22, trimmer, Middlesbrough, Feb. 14, off Cape La Hogue, Sunrise.  
 Salton, Charles, 39, fireman, Hull, bronchitis, Feb. 19, ho pital, Bilbao, Dolcoath.  
 Sawyers, John, drowned, Feb. 13, off the Smalls, Urania.  
 Saxby, Thoma, 41, boatswain, London, lost overboard, Jan. 15, sea, Nodleburn.  
 Scottson, Thos., 41, 1st engineer, British, consumption, March 17, Gibraltar, Isle of Cyprus.  
 Scath, Jas., 27, boiler maker, Glasgow, fell down crank pit, Feb. 13, sea, City of Canterbury.  
 Shimmin, John, 61, master, Patrick, Isle of Man, heart disease, Sept. 17, Peel, Eclipse.  
 Simpson, John, 19, trimmer (first ship), Tyrone, ash-bucket fell down ventilator striking deceased on the head, Feb. 19, sea, Circe.  
 Sinclair, James, 25, fireman, vessel founded, Sept. 5, North Atlantic, Earmoor.  
 Sinclair, Wm., 26, O.S., Lunastreng, Shetland, missing, supposed drowned, Feb. 5, sea, Concordia.  
 Skillcorn, Saml., 39, cook, Isle of Man, fell off the wharf, Aug. 18, Astoria, British Army.  
 Smith (Latin) George, 17, fisherman, Scotch, vessel founded, March 12, Loch Eriboll, Rapture.  
 Smith (Latin) Alexr., 26, fisherman, Scotch, vessel founded, March 12, Loch Eriboll, Rapture.  
 Smith (Latin), John, 18, fisherman, Scotch, vessel founded, March 12, Loch Eriboll, Rapture.

Smith (Latin), Peter, 19, fisherman, Scotch, vessel founded, March 12, Loch Eriboll, Rapture.  
 Smith (Latin), James, 23, fisherman, Scotch, vessel founded, March 12, Loch Eriboll, Rapture.  
 Smith (Latin), Peter, 43, fisherman, Scotch, vessel founded, March 12, Loch Eriboll, Rapture.  
 Smith, Wm., 41, fireman and trimmer, Newport, fell down bunker, Nov. 29, hospital, Buenos Ayres, Bede.  
 Smith, Wm., 35, 1st mate, South Shields, let go his hold while reeling signal halyards, owing to the severe cold, March 8, sea, Cyprus.  
 Smith, Wm., phthisis pulmonalis, Feb. 24, Smyrna, Chl.  
 Soutar, R., 1st engineer, vessel founded, Sept. 5, North Atlantic, Earmoor.  
 Spencey, John Thos., 24, 1st mate, Hedon, Yorks., vessel missing since June 22, sea, Rimac.  
 Squibb, I., 30, Jan. 17, se, Cleddu Belle.  
 Standfield, John, master, British, vessel foundering, March 2, off Margate, Ville de Calais.  
 Stanley, Wm., 35, A.B., Birmingham, fell off the wharf on a dark night; no lights, Feb. 8, Baltimore, Jennie.  
 Sterns, Richd., 37, A.B., Arkon, vessel stranding, Feb. 2, Cowes, Irex.  
 Stevens, Joseph, 27, 2nd hand, fisherman, Hornchurch, Essex, drowned, Feb. 26, North Sea, Willie.  
 Steel, Theodore, 33, carpenter, N.S.A., drowned, Feb. 20, Kirklands.  
 Stewart, Wm., 21, 3rd engineer, British, typhus abdominalis, Jan. 24, Hospital, Galatz, Alford.  
 Stephenson, John, 2nd hand, Bradford, washed overboard, March 9, North Sea, Ben Bolt.  
 Stephenson, Geo., 44, donkeyman, South Shields, vessel missing since Jan. 20, sea, Cape Clear.  
 Stevenson, J., 24, steward, Barnard Castle, typhus, March 6, Hospital, Rotterdam, Guildford.  
 Stevens, John, 33, purser, Ealing, consumption, Feb. 2, Robert Harrowing.  
 Stone, Edward Alfred, 27, 2nd hand, fisherman, Dartmouth, swept overboard, Feb. 26, North Sea, Hildyard Marshall.  
 Strachan, Fredk. S., 29, 1st engineer, Dundee, vessel missing since Jan. 20, sea, Cape Clear.  
 Sturgeon, F., 32, A.B., Halifax, vessel missing since Jan. 20, sea, Cape Clear,  
 Sullivan, Wm., 38, 2nd hand, London, boat capsized, March 19, North Sea, Vigilant.  
 Temple, Wm., 42, A.B., West Hartlepool, vessel lost by collision, Feb. 18, off Hartlepool Bay, Coral Queen.  
 Thomas, St. Clair, 31, mate, Weymouth, N.S., washed overboard, Jan. 17, sea, Meteor.  
 Thomas, Thos., 40, donkeyman and fireman, Coomb Avon, fall, Jan. 18, Horton.  
 Thornton, Sam'l., 28, chief steward, Cheshire, apoplexy, Jan. 31, Old Calabar, Nubia.  
 Thurlow, Jas., 32, van man, English, vessel missing since March 9, Kingston Harbour.  
 Tonge, Herman, 30, fireman, vessel founded, Sept. 5, North Atlantic, Earmoor.  
 Trump, James, 43, cook, Taunton, vessel missing since Jan. 20, sea, Hesero.  
 Turner, John E., 27, A.B., Caston, Norfolk, natural disease, Jan. 29, hospital, Bilbao, Isle of Georgia.  
 Tytler, Alexander, 52, 1st mate, Aberdeen, drowned, Jan. 1, New Zealand, Peru.  
 Unknown, vessel stranding, Dec. 14, Trinidad, Night Watch.  
 Unknown, vessel in collision, Sept. 12, R. Hooghly, Ostrich.  
 Unknown, vessel stranded, Oct. 17, Beypore River, India, Ambaprasad.  
 Unknown (two), vessel stranded, Jan. 25, near Yarmouth, N.S., G. C. Kelly.  
 Unknown, boy (left in charge), vessel sunk, Sept. 27, Chatham, Ont., Starlight.  
 Unknown, 2nd steward, vessel founded, Sept. 5, North Atlantic, Earmoor.  
 Usher, Charles, 38, A.B., West Hartlepool, vessel lost by collision, Feb. 18, off Hartlepool Bay, Coral Queen.  
 Vanlaerhoven, C., 40, A.B., unknown, vessel missing since June 22, sea, Rimac.  
 Vaughan, Thos., 41, steward, Liverpool, bronchopneumonia, March 3, Antwerp, Rewa.  
 Verrill, Joseph (P.), 49, master, Hartlepool, syncope of heart, Feb. 18, sea.  
 Vincent, Wm., 21, O.S., Portsmouth, gastric fever, Jan. 17, hospital, La Plata, St. Clears.  
 Wadsworth, Ernest, 31, third hand, Halifax, accidentally drowned, Jan. 22, Milford Haven, Elizabeth.  
 Wallace, Michael, 70, boatman, Thydoone, vessel founded, March 23, Thydoone, St. Mary.  
 Wallace, Honor, 15 (working in the boat), Thydoone, vessel founded, March 23, Thydoone, St. Mary.  
 Wallace, Mary, 10 (working in the boat), Thydoone, vessel founded, March 23, Thydoone, St. Mary.

Name.	Grade.	Examining Board.
Murray, Wm.	O C	Dundee
Herald, Wm. H.	1 M	Dundee
Parker, Thos. M.	2 M S S	Aberdeen
Tait, Geo.	2 M S S	Aberdeen
Scott, Jas.	O M	Aberdeen
Rhynas, Geo.	O C	Aberdeen
Aanonsen, Thos.	2 M	Bristol
Baker, Wm.	M S S	Bristol
Moller, R. A.	O C	Bristol
Mastin, C. F. N.	2 M	Newport
Hinton, Jno. Hy.	O C	Newport
Rock, Frank	2 M	Hull
Lumley, Robt.	2 M	Hull
Cook, Arthur	O M Fore & Aft	Hull
Aaron, Wm.	O M S S	Hull
Neal, Chas.	O C	Hull
Burghardt-Hardcastle, F.	O C	Hull
Yates, J. B.	O C	Hull
Williams, Wm.	O C	Hull
Stone, Hy. H.	O C	Plymouth
Anstey, Francis Jas.	O C	Plymouth
Wilcock, Wm. Hy.	O C	Plymouth
Couch, Jno.	1 M	Plymouth
Haddy, R. H.	1 M	Plymouth
Randell, Fredk. Wm.	O C	Southampton
Waterman, Hubert	O C	Southampton
Jacobs, Percy M.	1 M	Southampton
Ramsay, Robt. Wm.	1 M	Southampton
Wilkinson, Geo. Wm.	O C	South Shields
Cobb, Wm.	O C	South Shields
Forrester, Jno.	1 M	South Shields

## HOME TRADE.

Pressley, Hy. Edwd.	Mate	London
Edwards, Jno. Wm.	Mate	Liverpool
Naylor, Chas.	Mate	Hull
Ellsmore, Geo.	Mate	Southampton
Laybourn, Thos.	Master	Southampton

## ENGINEERS.

Note.—Ex. 1, denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Class.	Port of Examination.
Dowd, Thos.	1	London
Vattier-Kraane, C. G.	2	London
Wood, Fredk. Geo.	2	London
Allan, Jno.	2	London
Taylor, James	2	London
Mackenzie, Chas.	1	London
Ashton, Alt. Jas.	2	London
Thew, Jno. Jas.	2	W. Hartlepool
Cass, Jno. J.	2	W. Hartlepool
Shields, Wm. Hy.	2	W. Hartlepool
Hood, Wm.	2	W. Hartlepool
Knowles, Wm. H.	2	W. Hartlepool
Zaikowski, C. J.	1	W. Hartlepool
Girwood, James	1	W. Hartlepool
Wickham, Wm. Hy. W.	2	Southampton
Forbes, Hy.	1	Southampton
Watson, Thos.	2	North Shields
Hall, Jno. J. L.	2	North Shields
Peacock, Alfred N.	Ex 1	North Shields
Scott, Geo.	1	North Shields
Wylie, Edwd. S. S.	1	North Shields

WARWICK is the name of a man who was employed on board the *Port Denison*, unloading in the South West India Dock, when a basket of sugar fell from him into a crane. He brought an action against the Dock Company and got £350 damages.

NOT CARRYING LIGHTS.—At Liverpool Police Court on April 18, before Mr. Raffles (the stipendiary), John Gilmour, master of the British ship *Assel*, was summoned for having failed to carry lights on his vessel when on the high seas. Mr. Birkett, who appeared for the defendant, admitted that lights were not carried on one or two occasions—bright moonlight nights. That only happened because they had run short of oil, one of the store tins having leaked. Evidence being heard, Mr. Raffles imposed a fine of £5 and costs.

THE report has been published of the special committee to investigate the charges of cruelty and intoxication made against Captain Healy, commander of the revenue steamer *Bear*. The committee find that the conduct of Captain Healy in punishing three seamen from the barque *Estrella* was justifiable under the circumstances. In regard to the shooting up of several of the crew of the *Wanderer* the committee reports that the evidence showed that the men were mutinous, that the vessel was in an exposed condition, and all reasonable efforts were used to persuade the men to resume their duties, and they refused to do so. The committee find the charge of drunkenness is wholly unsustained.

## GOT CERTIFICATES

As Masters or Mates, during week ended 19th April, 1890.

Note.—Ex. C., denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate; SS, denote Steam Ship Certificates.

Name.	Grade.	Examining Board.
Choat, Jno.	2 M	London
Saunders, Hy.	2 M	London
Lewis, Jno. E.	2 M	London
Butterwick, M. T.	1 M	London
Cross, Ernest Wm.	1 M	London
Markham, Geo.	1 M	London
Girling, Geo. W.	1 M	London
Brewster, Robt.	2 M	Liverpool
Ross, Wm. Hy.	2 M	Liverpool
Williams, Jno. Jas.	2 M	Liverpool
Bracken, Jno. M.	2 M	Liverpool
Brown, Fredk. Wm.	2 M	Liverpool
Nanan, Jas. Wm.	2 M	Liverpool
Hughes, Jno. H.	O O	Liverpool
Smith, Finlay S.	O O	Liverpool
Atkinson, Hy.	1 M	Liverpool
Balfour, Geo. M.	O O	Liverpool
Hosler, Arthur C.	1 M	Liverpool
Wade, Wm. Jno.	2 M	Liverpool
Monro, Archd. V. H.	2 M	Liverpool
Quiggin, Wm.	1 M	Liverpool
Foster, Wm. R.	1 M	Liverpool
Andrea, Achilles	1 M	Liverpool
Walker, Alex.	2 M	Glasgow
Watson, Jno. S.	1 M	Glasgow
Nesbitt, Jas. H.	O C	Glasgow
Dalglish, Jno. M. B.	O C	Glasgow
Wilson, Jno.	O C	Glasgow
Mackay, Jno. McK.	2 M	Dundee
Band, Jno. P.	2 M	Dundee
Lorraine, Hy.	2 M	Dundee
Simpson, George	2 M	Dundee
William, Howel	O C	Dundee
Menmuir, Chas. M.	O C	Dundee

April 26, 1890.

## IN THE DOG WATCH.

Many of our readers, besides the fishermen immediately concerned, will notice with interest that the joint committee appointed by the National Lifeboat Institution and the National Sea Fisheries Protection Association for the purpose of considering the effects of oil on breaking seas, have reported that the experiments ordered to be made by that committee had been completed, with the result that the skippers of the smacks and steam carriers who had been entrusted with the conduct of experiments had expressed great surprise that the use of oil while boarding fish in rough weather had not been enforced before. Alderman Toozes, of Hull, had reported to the joint committee that he had had oil-bags made and distributed among smacks and carriers sailing from the port of Hull, the result being that as regards individual smacks, it is of no use, as the oil cannot be got far enough to windward to be of service, but in fleets each smack left a wake of smooth water for the others, and so the surface of the whole fishing ground was greatly improved. As regards steam carriers while lying dead during the boarding of fish by the smacks' boats, the oil-bags were of the greatest possible utility.

On this report, which was adopted at the meeting of the National Sea Fisheries Protection Association the other day, it was resolved, "That oil-bags of the pattern approved by the joint committee, together with printed instructions for the use thereof, be supplied to the branch associations, and that notices be circulated at all fishing ports of the United Kingdom, informing owners, skippers, etc., that such bags and instructions can be obtained gratis on application to the association's local branches; that bags be supplied to the Grimsby, Hull, Lowestoft, and Yarmouth fleets, with a request that they be distributed among their smacks, and that the Royal National Lifeboat Institution be invited to co-operate with this Association in carrying out this resolution."

That the Executive of the Seamen's Union and SEAFARING do not stand alone in condemning the Employers' Liability Bill introduced by the Government, may be seen by the following extract from the *Railway Review*:—"The view expressed by us on the Employers' Liability Bill of the Government—especially the third clause—is being confirmed on every hand. Indeed, wherever organised workmen gather together, the measure is condemned. There can be no possible doubt of working class feeling on this subject, and yet the Bill is to be pressed in its present form. Now is the time for Trades Unions to bring pressure to bear on their Parliamentary representatives. If they do their duty, Mr. Matthews will have a very pleasant time of it."

The importance of swimming to all who go down to the sea in ships is an old theme, but so many men still go to sea without taking the trouble to learn to swim that any example of the value of the art is worth attention, and we have rarely come across an example more striking than the case of one of the lady passengers aboard the ill-fated *Quetta*. Miss Lacy is the lady's name, and this is her story:—She went

down with the ship but did not stay down. She undressed herself after coming to the surface. She heard a voice call "The ladies." She swam to it and got on to the raft with the purser Gray and others. At noon next day she left the raft, intending to swim ashore. When tired she floated on her back. She had no fear of the sharks or of death. She remembered spending the night swimming in the open ocean.

Miss Lacy was altogether twenty hours in the water, without lifebuoy, lifebelt, or support of any kind, save her presence of mind and swimming powers. She might do worse than go about lecturing on her adventure, and so bring home to many what even a woman who is able to swim can do.

An esteemed correspondent writes:—"Last Saturday afternoon, April 19, a sad procession was witnessed passing through South Shields Market-place, on its way to the cemetery, viz., a hearse, and about a dozen seamen following. It evidently was some poor sailor on his way to his last resting place—but who were the chief mourners in this procession? None other than the secretary and Mr. Geo. Cowie, assistant secretary, of the South Shields Branch, in the uniform of their office. Whilst the procession passed the windows of the Shipmasters' and Officers' Union, one shipmaster made the remark, 'I wonder if when I am buried I shall have any of my brother officers follow me to the grave; or I wonder if any of the owners whom I have built fortunes for will condescend to follow me, like those Union officials and Union sailors are following that poor sailor to his grave?' No doubt a couple of years ago that sailor would have gone to the churchyard uncared for; but now, since combination and unity have drawn the sailors and firemen together, if none other cares for them, their Union and its officials, as a duty, pay the last respects to a dead member."

The *Labour Elector*, which identified itself with Abbott, and distinguished itself by attacking Mr. J. H. Wilson, Mr. Parke, of the *Star*, and the Editor of SEAFARING, is reported to be dead.

**THE STRANDING OF THE STAR OF BETHLEHEM.**—A Board of Trade inquiry into the stranding and subsequent loss of the fishing vessel *Star of Bethlehem*, of Grimsby, held at Hull, has resulted as follows:—The Court finds the master alone in default, and, under the circumstances, feels compelled to deal with his certificate, and orders it therefore to be suspended from this day for four calendar months. The master asked the Court to grant him a mate's certificate, and Mr. Twiss said the Court would recommend the Board of Trade to do so.

**A NON-UNIONIST'S GRIEVANCE.**—At the Thames Police Court, on April 18, a man applied to the magistrate for his advice under the following circumstances: For over thirty years he was employed at the East India Docks as a labourer, but in November last he, with several others, was paid off by order of the Dock Labourers' Union. Ever since then he had not been allowed to work at any of the docks or wharves in and around London, because he was not a member of the Union, and the latter would not allow him to become a member. When he applied at the offices of the Union he was told to clear off the premises. Mr. Dickinson said he was afraid he could not help the applicant. He could not compel the Union to accept him as a member, and he could not compel anyone to give him work. Applicant had better apply again to the Union.

## SHIPS SPOKEN.

Alliance, of Liverpool, April 17, 23 miles NE of Bishops. Aboukir Bay, from San Francisco, Jan. 12, 7 N, 119 W.

Alecastis, New Zealand to London, Feb. 22, 39 S, 37 W.

Argus, bound east, April 11, 43 N, 37 W. Amy, Baltimore to Rio Janeiro, March 3, lat. 36, long. 68.

Abernyte, English ship, bound south, April 5, 11 N, 29 W.

Aureola, British barque, Turk's Island to St. John's (N. E.), April 4, 32 N, 71 W.

Argus, ship, San Francisco to Dublin, April 4, 33 N, 41 W.

Beechdale, New York to Valparaiso, April 4, 5 N, 27 W.

Brooklyn City, s, bound west, April 17, 49 N, 27 W. Buteshire, Trapani to Gloucester (M.), all well, March 29, lat. 28, long. 56.

Clan Stuart, s, April 11, 23 N, 18 W.

Closeburn, English barque, homeward-bound, March 28, 19 N, 42 W.

Coimbatore, of Liverpool, steering north, 3 N 29 W.

Carr Rock, from San Francisco, Jan. 30, 27 S, 132 W.

County of Kincross, ship, steering south, March 9, 19 S, 30 W.

Clan Robertson, ship, London to Vancouver, March 16, 3 S, 31 W.

Clan MacPherson, from Portland (Or.), April 16, 47 N, 12 W.

Garbet Castle, British ship, from Calcutta, March 14, 35 S, 25 E.

Clan Stuart, s, April 12, 26 N, 17 W.

Chalgrove, barque, April 12, 22 N, 23 W.

Desdemona, ship, of and from Liverpool to Melbourne, all well, March 8, 3 N, 27 W.

Dunvegan, British barque, steering south, April 3, 14 N, 26 W.

Dinapore, British barque, Middlesbrough to Bahia Blanca, March 23, 50 N, 12 W.

Drumpark, San Francisco to Stockton, March 5, 27 S, 32 W.

Drummuij, San Francisco to Hull, 45 N, 24 W.

Dora, bound south, all well, March 25, 32 N, 40 W.

Ethel, barque, from Hobart Town, March 6, 25 S, 28 W.

Eureka, Baltimore to San Francisco, March 26, 30 N, 42 W, all well.

Eta, French schooner, bound west (?) Ete, French brig, from Paimpol for St. Pierre (Miq.), March 29, 45 N, 19 W.

Edith of Yarmouth (NS), 43 N, 40 W.

Edith Mary, barque, of Glasgow, steering SW, April 7, 19 N, 25 W.

Engelhorn, Liverpool to San Francisco, Feb. 25.

Favorita, steering west, April 18, 49 N, 8 W.

Fairy, barque, of London, April 6, 15 N, 24 W.

Fred B. Taylor, English ship, steering south, March 29, 2 N, 27 W.

Frida, March 28, in the Straits of Florida.

Falls of Garry, British ship, March 17, off Cape Agulhas.

Grenville, s, of London, bound east, all well, April 22, five miles south of Portland (Dor.).

Hayard (? Bayard), steering ENE, April 12, 44 N, 33 W.

Heinrich Ramien, New York to Mexillones Bay, March 24, 34 N, 29 W, by the Diamant, at Cuxhaven.

Howrah, barque, of London, Iquique to Hamburg, April 9, 18 N, 21 W.

H.M.S. Victoria, April 17, 44 N, 9 W.

Hesperus, ship, steering south, April 4, 10 S, 12 W.

Himalaya, British barque, Wellington to London, March 15, 2 S, 26 W.

Ismir, British ship, Buenos Ayres to Mobile, Feb. 26, 36 N, 48 W.

Ivy, steering south, March 26, 16 S, 36 W.

Ianthe, English barque, for Port Natal, all well, March 16, 4 S, 30 W.

John McDonald, from San Francisco April 18, lat. 47, long. 8 W.

J. G. Pendleton, steering south, April 3, 12 N, 27 W.

Jane Burrill, British ship, Rio Janeiro to Philadelphia, April 7, off N.E. End Lightship.

Kenturah, of Carnarvon, all well, 1 N, 32 W.

La Campine, s, bound west, April 9, 49 N, 11 W.

Latona, steering S-E, April 17, 49 N, 12 W.

Lizzie Bell, from Vancouver Island, Jan. 23, 6 S, 126 W.

Langland, British barque (PFMS), all well, 49 N, 11 W.

LJWS, British barque, March 27, 17 S, 35 W.

Lord Lytton, British ship, Montevideo to Ship Island, 25 N, 41 W.

L. M. Smith, British barque, East London to St. Thomas, March 24, on the Line.

alls Rookh, barque, of Liverpool, Iquique to "Fove," Feb. 23, 52 S, 48 W.  
Lady Jocelyn, London to Canterbury, March 9, 14 S, 29 W.  
Muncaster Castle, British ship, Calcutta to Dundee, March 17, off Cape Agulhas.  
Moor, s, Southampton to Cape Town, April 19, 43 miles east of Ushant.  
Merigal, British steamer, Cadiz to Rio Nunes, April 9, 24 N, 17 W.  
Monowai, s, April 17, off Cape Finisterre.  
Maxwell, British ship, from Calcutta, March 14, 35 S, 25 E.  
Mary L. Burrill, New York to Shanghai, March 8, 17 S, 29 W.  
Morning Light, British ship, Auckland to London, March 29, 23 N, 47 W.  
Monowai, s, April 12, 26 N, 17 W.  
Norman Prince, s, steering SW, 38 N, 12 W.  
Nubian, s, Southampton to Cape Town, April 8, 9 N, 16 W.  
Northbrook, brig, San Francisco to Falmouth, all well, Feb. 19, 55 S, 89 W.  
"Neward," of London, Newcastle (N.S.W.) to Iquique, Feb. 9, 43 S, 104 W.  
Oregon, Pensacola to Dieppe, March 28, in the Straits of Florida.  
Orata, ship, of Port Lyttelton, Hawkes Bay to London, all well, Feb. 15, 28 S, 21 W.  
Pleione, British ship, April 10, 16 N, 28 W.  
Puritan, four-masted ship, Greenock to Rio Janeiro, April 5, 40 N, 20 W.  
Prince Rupert, of Liverpool, April 1, off Sombrero.  
Paramatta, British barque, Barbadoes to Nova Scotia, April 8, 42 N, 65 W.  
Robert Dickinson, s, April 17, 43 N, 9 W.  
Routenburn, London to Sydney, Feb. 15, 15 N, 22 W.  
Romsdal, of Glasgow, all well, April 18, 48 N, 14 W.  
Smeathro, for London, April 1.  
Sierra Estrella, for Dundee, March 31, lat. 31, long. 44.  
t. Margaret, ship, April 12, 22 N, 23 W.  
Star of France, for Dundee, April 17, 47 N, 10 W.  
Superior, British ship, bound south, Feb. 19, 35 S, 17 E.  
Samuel Moss, British brig, Liverpool to Rio Grande, March 14, lat. 2, long. 26.  
Star of France, British ship, Calcutta to Dundee, Feb. 17, off Cape Agulhas.  
Turist, for Liverpool, April 12.  
The Bruce, of Liverpool, steering south, April 11, 23 N, 19 W.  
Tartar, s, April 11, 22 N, 18 W.  
Union, French four-masted ship, Pisagua to Dunkirk, April 12, 49 N, 10 W.  
Victoria, barque, April 13, 45 N, 19 W.  
Victoria, steam yacht, April 18, 43 N, 6 W.  
Wood Hall, steering south, March 9, 51 S, 66 W.  
Wasdale, San Francisco to Hull 121 days, all well, Apr. —, off the Lizard.  
Waterloo, British four-masted ship, April 17, 48 N, 14 W.  
Widwood (C), English barque, of Portland, April 13, in the Channel.  
Wave Queen, English ship, Hawkes Bay to London, Feb. 22, 22 S, 16 W.  
Wasdale, British ship, San Francisco to Hull, March 25.  
Wanlock, British barque, London to Victoria, etc., March 17, 1 S, 26 W.

## CORRESPONDENCE.

## SHIP SANITATION, No. 7.

## THE ATLANTIC PASSENGER TRADE.

*To the Editor of "Seafaring."*

## SANITARY REPORT IN 1889.

SIR,—You had the goodness to publish my sanitary reports of 1888 in letters Nos. 5 and 6. May I now beg insertion of short extracts from a sanitary letter to the directors of another and more experienced company, the first clause in full, as follows:—“March 27, 1889.—I have the honour to request leave most respectfully to submit this, my last letter, upon the subject of the appointment of shore surgeon (a medical superintendent) humbly suggesting that the following record of facts, taken chiefly from professional experience during nine months service (in three ships) in your company in 1888-89, will afford unanswerable grounds for this new departure in the medical branch. I am writing in all earnestness and *bona fides*, to promote and safeguard the sacred interests of suffering humanity at sea, where at best the comforts are few, and largely depending on the good will and conscience of the medical officer in charge.”

May 14, 1888.—Reported myself to manager (on arrival in Liverpool) wrote out report for the Board of Trade in the office. The general manager was angry that I had stated in this report for the Board of Trade that, after the infectious case of measles had been removed to hospital by Castle Garden authorities, her bedding had been thrown overboard and the berth thoroughly disinfected on the day—April 28, 1888—the disease was detected. The general manager said:—“We do not give any information about sanitary matters to the Board of Trade. You must carry out our usual form of report furnished to the ship's surgeons on this subject. Sit down and write this report afresh, leaving out the clause about the disinfection.” These were his remarks. How strange when the Board of Trade's orders require the question of disinfection to be answered. How can we serve *two masters*? Aug. 17, 8 S. ——

Epidemic of cramp amongst firemen, the cause drink, and no food, on shore. Firemen soon well and at duty, after treatment by castor oil, tincture of capsicum, and spirits of chloroform (made with brandy). July 8, 8 S. —— Saloon very close this warm weather in the early morning, cannot get the stewards to open the port and skylight ventilators early without frequently telling them. Sept. 2—A lady complains to me of the closeness of the saloon before breakfast. I warned the second steward that it is his duty to see that there is a thorough current of air through saloon before meals (this hot weather) when no passengers are present (*i.e.*, in the saloon). Why are there no printed orders on ventilation of saloon and of state rooms for these stupid officials? Dec. 1, 8 S. —— Home-ward passage:—Misappropriation of the ship's hospitals by steerage passengers, already recorded in letter on Ship Sanitation No. 4. Dec. 28, 8 S. —— Main-deck waterway, passing from purser's office into surgery, choked up; with the wooden lid fastened down with nails, the framework of the drawers having been firmly fastened over the said lid. How long in that condition? Dec. 29.—Firemen's room when washed out with water remains wet, the scupper does not run off all the water apparently, the deck always wet when I visit sick firemen in that room.”

Now, Mr. Editor, may not my sanitary reports to these two Atlantic Companies, detailed in this and the previous letter, No. 5 and 6, be fairly taken as reasonable specimens of experienced, conscientious, and straightforward discharge of duty? Yet the general manager, who has the patronage of the medical appointment, doubtless encouraged by the action of the manager of the other company in 1888, when breaking his written official promise of Nov. 2, 1888, to re-appoint me in 1889, did so upon the ground that he “gave the preference to younger men,” meaning, in plain language, that surgeons are selected for that company who are so deficient in the aforesaid qualifications, that they can conveniently shut their eyes to all abuses (see opinion of the *Lancet* on my pamphlet), and obediently disobey H.M. Board of Trade's written instructions, as will be fully detailed in my next letter, No. 8, upon “The duties of ship's surgeons in the Atlantic trade.” Meanwhile, reprints of these letters, with my pamphlet, are being forwarded to the library tables of the medical colleges and schools in the United Kingdom, I am, etc.

C. H. LEET, F.R.C.S.  
Bootle, April 5, 1890.

## SHIPMASTERS' AND OFFICERS' UNION.

*To the Editor of "Seafaring."*

MR. EDITOR.—I am pleased to have to intimate that the Masters' and Officers' Union is now making a decidedly forward movement. It is now becoming to be viewed in a more favourable light than previously both by shipowners and officers, and especially so now that its true and humane principles are becoming better understood. I may also state that captains who are in business as shipchandlers, having retired from sea some time ago, have now begun to appreciate the value of being enrolled as honorary members. Also several young officers who have just completed their successful examinations, are on the eve of enrolling, and many others of more matured experience have pledged their word to enrol—the principal drawback at present being the lack of situations. The last member enrolled is Captain J. Mathiesen, shipchandler, Landport-street, who has been a regular advertiser in SEAFARING for some considerable time back; therefore, he would be proud to have “Hon. member Masters' and Officers' Union” added to his present advertisement. I have also arranged with Mr. Moodie that Leith will supply officers when required at Burntisland and Methil, etc. It may also be advisable to remind masters and officers that the entrance fee is still remarkably low, taking into consideration the cost of assistance that might possibly be required immediately on joining. It is quite clear this moderate fee cannot be expected to continue for any great length of time.

WM. TOSH,  
34, Bernard-street, Leith,  
Hon. Sec.  
April 22, 1890.

[*We regret that we are compelled to hold over till next week a number of interesting letters.*]

MR. AINSLIE, M.P., who has just returned from a tour in the Levant, complains strongly of the indifference manifested by the officials of the Austrian Lloyd Steamship Company with regard to thefts on board their ships. Mr. Ainslie was robbed of £27, and the only consolation he received was an assurance that such occurrences were very common, and that passengers must look after their own valuables.

PATENT LIFE-SAVING GEAR.—At the last meeting of the Executive Council of the N. A. S. & F. U. Mr. Wm. Key introduced his connecting and disconnecting gear to the notice of that body, and pointed out a few of its advantages. 1st. It is the only gear which is automatic in connecting and disconnecting, being at the same time applicable as a hand gear only. 2nd. The absence of iron rods, joints, etc., and such like, at the bottom of the boat, which are liable to rust, get frozen, etc., thereby impeding the action of the apparatus in (perhaps) a case of emergency. The simultaneous action of the gear being obtained by the use of a flexible copper wire rope, which is covered in at the bottom of the boat in order to prevent anyone standing on it so as to hinder its action, and also patent pulley sheaves. The hooks, plates, pivots, and counterbalance lever locks are brass, the uprights wrought iron. 3rd. The gear can be all covered in, leaving only the hand hold outside. 4th. The connecting being so simple, that any one, by inserting the link in the slot will effect this purpose. 5th. The boat can be hooked on by one man one end at a time, or both ends at once with two men, the hand hold being always at hand for instantaneous disconnecting if required while hooking on, a strain on the tackles not impeding the action of the gear, as the connecting link cannot fall toward the back of the hook which would cause the link to offer a resistance to the draw, the draw is also facilitated by the internal radius of the hook being a correct radius from the centre of the pivot. 6th. In case of anything going wrong and the gear refusing to act, which is not likely to happen, but it is best to be on the safe side, it can be unhooked by taking hold of the tackle block with both hands and giving the link a quick shove down, at the same time shoving the block forward which will jerk the link clear of the hook and slot; but it will not, under any circumstances, by the shaking of the tackle, etc., unhook itself, being held firmly by the lock lever. 7th. The hooks never shift their position except when tripped up by the line. The Executive Council, after inspecting and testing the gear in every way possible, gave it as the unanimous opinion of the Council, as practical seafaring men, that Mr. Key's hand and automatic connecting and disconnecting gear for ships' boats, was the best ever seen. Many members of the Executive Council have sailed at different periods in some of the finest liners out of London, Liverpool, and Glasgow, and they state that not one of these vessels is fitted so efficiently and safely as Mr. Key's patent would provide, and whereby many lives would be saved.

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Should Join without Delay,  
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THE  
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Of Great Britain and Ireland.

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To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;

To provide assistance in case of Illness, Accident, and Shipwreck; and

To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses

**ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.

**AMBLE.**—G. H. Guthrie.

**ARBOATH.**—J. Wood, 17, Ferry-street, Montrose.

**ARDROSSAN.**—W. Galbraith, 50, Princes-street.

**BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

**BARRY DOCK.**—J. Harrison, 4, Station-ter., Cogan, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. Gore, medical officer, High-street, Barry. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.

**BELFAST.**—R. Price, 41, Queen-square.

**BIRKENHEAD.**—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.

**BLYTH.**—James Heatley, 9, Market-street. Meeting, Wednesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.

**BO'NESS.**—John Adamson, Jun. (agent *pro tem.*), South-street.

**BRISTOL.**—J. Fitzpatrick, 45, Prince-street, Queen's-square, secretary; Captain C. T. Taylor-Rae, president; Dr. Triston, 115, New Cut, medical officer; Mr. Cross, May-chambers, Clare-street, solicitor; Captain Langdon, Esq., Queen-square, treasurer. Meetings, every Monday evening, 7.30 at The Ship, Redcliff Hill; every alternate Saturday, 7.30 p.m., at Steam Packet Hotel, Horwell-road.

**BURNTISLAND.**—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.

**CORK.**—Michael Austin, 6, Patrick-street.

**CARDIFF.**—John Gardner, Sailors' Union Institute, West Bute-street, secretary; Dr. De Vere Hunt, Westbourne-crescent, Canton Bridge, near Bute Castle, medical officer; Joseph Henry Jones, Esq., St. Mary-st., solicitor. Dr. De Vere Hunt attends at above Institute daily at noon.

**DUBLIN.**—John Dench, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-street.

**DUNDEE.**—C. W. Millar, Mariners' Hall, 48, Candle-lane, secretary; Messrs. Cowan & Dunbar, 3, Reform-street, Dundee, solicitors. Meeting, Monday, 7 p.m.

**FLEETWOOD.**—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Monday evening, 7 p.m.

**GLASGOW.**—J. D. Boyd, 13, James Watt-street, secretary; Mr. J. McQuillan, president; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street.

**GOOLE.**—W. R. Chappell, Bank-buildings, sec., R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m., at Bank-buildings.

**GRAYS.**—Wm. Wall, 18, Charles-street. Meeting every Wednesday, 7 p.m., at the Queen's Hotel, High-street. Mr. Henry Mills, president.

**GRAVESEND.**—John Deginin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

**GREAT GRIMSBY.**—Wm. Young, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

**GREAT YARMOUTH.**—Charles Albrrough, 121, High-street, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-street, Gorleston, every alternate Monday.

**GREENOCK.**—E. Donnelly, 16, East India Breast.

**GRANGEMOUTH.**—Chas. C. Byrne, Masonic Hall, Grange-street, secretary. Office hours, 9 a.m. to 6 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday evening, 7 p.m., in Public Institute.

**HULL.**—J. Hill, Unity Hall, Prince-st., Dagger-lane, secretary; Mr. John Hussey, outside delegate; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor. Meeting, Tuesday and Friday evenings, 7.30.

**KING'S LYNN.**—Wm. Bennett, 14, South-street. Meeting, Friday evening, 8 p.m.

**LEITH.**—R. Smith, Trafalgar Hall, 54, Bernard-street. Meeting, Thursday evening, 7.30.

**LIVERPOOL (South End).**—Wm. Nicholson, Malakoff Hall, Cleveland-square, secretary; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.

**LIVERPOOL (North End).**—T. Connerty, 116, Derby-road, secretary; Dr. Lect, Derby-road, Bootle, medical officer; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.

**LONDON (Tidal Basin).**—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Telephone No. 5214.

**LONDON (Tower Hill).**—J. Wildgoose, secretary, 3, Mint-pavement.

**LONDON (Green's Home Branch).**—T. H. Clark, 5, Jeremiah-street, East India-road, E. Meeting, Thursday evening. Telephone No. 5213.

**LONDON (Rotherhithe and Deptford Branch).**—C. Wykes, 20, Forsyth-street.

**LONDONDERRY.**—A. O'Hea, 27, William-street.

**MARYPORT.**—J. Smith, Elliott-yard, Senhouse-street, secretary, resides on the premises, where he can be seen at any time. Meeting, Monday evening 7 p.m.

**METHIL.**—Wm. Walker, High-street.

**MONTROSE.**—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

**MIDDLESBRO.**—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-street, Sunderland, solicitor; William Jackson, outside delegate. General meeting, Monday, 7 p.m., at Robinson's Market Hotel; committee meeting, Thursday evening, 7 p.m. Telephone No. 5127.

**NEWCASTLE-ON-TYNE.**—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Ellison-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

**NEWPORT (Mon.).**—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

**PORT GLASGOW.**—E. Donnelly, 16, East India Breast, Greenock.

**PETERHEAD.**—T. D. Rennie, 66, Queen-street, sec.

**PENARTH.**—J. Harrison, 4, Station-terrace, Cogan, secretary J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, Westbourne-crescent, Canton Bridge, Cardiff, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday evening, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.

**PLYMOUTH.**—E. R. Thackwell, National Sailors' and Firemen's Union Office, Woolster-street, near Shipping Office. Meetings, Friday evening, 7 p.m. at the office.

**SEAHAM HARBOUR.**—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

**SHIELDS (South).**—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., King-street. Meeting nights, Monday and Friday, at 7 p.m.

**SHIELDS (North).**—George Stewart, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

**SOUTHAMPTON.**—Chivers, High-street Chambers, 80, High-street, secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 7 p.m.

**SUNDERLAND.**—W. Lonsdale, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 o'clock, at 174, High-street East. Solicitor, T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-street.

**SWANSEA.**—R. Thomas, Colosseum Hotel, Wind-st.

**WEST HARTLEPOOL.**—J. Leahy, Russell's Buildings. Meeting, Friday evening, at 7 p.m., at office.

**WHITSTABLE.**—J. Donovan, Ludgate Hill

**WHITEHAVEN.**—John Smith, Maryport.

**WORKINGTON.**—Capt. Langdon, Pilots' Association, Palmer's Buildings.

**SHIPMASTERS AND OFFICERS**

WHO WISH TO  
PROTECT THEIR INTERESTS,

OR

**OBTAI FAIR WAGES,**

SHOULD AT ONCE JOIN THE

**UNION OF SHIPMASTERS  
AND OFFICERS**

OF GREAT BRITAIN AND IRELAND.

Registered No. 553.

Head Office: 33, MARKET PLACE, SOUTH SHIELDS.

Members can be enrolled and Cards and Rules Returned

By forwarding entrance fee, 5s., and 4d. for card and rules of membership, by postal order to

GEORGE T. LUCCOCK, Assistant Secretary,  
Pro J. H. WILSON.

Offices of this Union have been opened at the following ports, where all information may be obtained of the representatives named below:

**BLYTH.**—Mr. Heatley, 9, Market-street.

**BRISTOL DISTRICT AND BRISTOL CHANNEL PORTS.**—Capt. Langdon, Pilots' Association, 69, Queen-street.

**BURNTLAND.**—Mr. Moody, 12, Somerville-street.

**CARDIFF.**—Mr. Gardiner, Seamen's Institute, West Bute-street.

**DUNDEE.**—Mr. C. Millar, Mariners' Hall, 48, Candle-lane.

**GLASGOW.**—Mr. Shanley, 232, Broomielaw.

**GOOLE.**—Mr. Chappell, 28, Boothferry-road.

**GREAT GRIMSBY.**—Mr. Young, Unity House, 1, Kent-street.

**HULL.**—Mr. James Hill, Unity Hall, Prince-street, Dagger-lane.

**LEITH.**—Capt. Tosh, 34, Barnard-street.

**LONDON.**—Mr. Clarke, 9, Jeremiah-street, East India-road; or, Mr. Pirrett, Seamen's Union, opposite Shipping Office, Tidal Basin.

**MIDDLEBROUGH.**—Mr. J. J. Robinson, Robinson's Market Hotel.

**NEWCASTLE.**—Mr. Mansell, 5, Broad Chare, Quay Side.

**NEWPORT (Mon.).**—Mr. F. Gilman, 31, Ruperra-street.

**SUNDERLAND.**—Capt. George Lee, Albion Hotel, Woodbine-street.

**WEST HARTLEPOOL.**—Mr. Leahy, Seamen's Union, Russell's Buildings.

**SOUTH SHIELDS.**—Capt. Geo. T. Luccock (Head Office) 33, Market-place.

**SWANSEA.**—Mr. R. Thomas, Colosseum Hotel.

**SAFE ANCHORAGE.****WHERE TO BOARD.****UNION BOARDING-HOUSES.**

BARRY.—Mrs. G. Gawler, 100, Queen-street.

CARDIFF.—Seamen's Institute, West Bute-street.

HULL.—Mr. J. Ward, 17, Osborne-street.

LIVERPOOL.—Union Home, 26, Union-street.

LONDON.—Mrs. C. Marrington, 76A, Minories (for officers).

SOUTH SHIELDS.—Sailors' and Firemen's Union Boarding-house, 81, East Holborn.

SUNDERLAND.—Wilson's Temperance Hotel, 174, High-street E st.

**MASTERS & CO.,  
THE  
CARDIFF, SWANSEA, AND  
NEWPORT CLOTHIERS.**

Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price and no abatement; also, being the largest buyers of Clothing in the Principality, can sell cheaper than smaller buyers.

**MASTERS AND CO.,  
29 & 30, ST. MARY STREET,  
292, BUTE STREET, CARDIFF.****MASTERS AND CO.,  
18 & 19, CASTLE STREET, SWANSEA.****MASTERS AND CO.,  
39 & 40, HIGH STREET, NEWPORT.****Captains, Officers & Seamen Visiting Newport**

Will find all their requirements at:

**"LIVERPOOL HOUSE,"  
96 & 97, COMMERCIAL ROAD.**

This is one of the Largest, Cheapest, and most Complete Outfitting Establishments in the United Kingdom.

**SYSTEM OF BUSINESS.**—All goods marked plainly at the lowest cash price. One price, no abatement. Goods not approved or exchanged or money returned. We allow no commission to runners, and are therefore able to sell at 30 to 40 per cent. lower than other shops who employ these men.

NOTE ADDRESS

**THE LIVERPOOL HOUSE,  
96 & 97, COMMERCIAL ROAD, NEWPORT.**

M.B.—Wholesale Department for Slop Chests. Frio. List on application.

**THE BEST HOUSE FOR  
SAILORS' AND FIREMEN'S BOOTS AND SHOES**

IS  
**L. VINICOMBE'S,**  
11 & 23, VICTORIA DOCK RD., E.  
ESTABLISHED 1867.

**NATIONAL AMALGAMATED****SAILORS' AND FIREMEN'S UNION  
OF GREAT BRITAIN AND IRELAND.****IMPORTANT NOTICE TO MEMBERS.**

Contributions will in future be received from Members of the above Union, at

**3, MINT PAVEMENT, TOWER HILL.**

Any Contributions paid at 23, KING STREET, on and after January 31st, WILL NOT BE RECOGNISED AS A PAYMENT TO THIS UNION.

All Members of the Tower Hill Branch are invited to attend the Meetings of the Green's Home Branch, until further notice.

Signed on behalf of the Executive Committee,

**J. H. WILSON,**  
General Secretary.

**N. A. S. & F. U.  
HULL BRANCH.****Section B.—Steam Trawler and Tug Boat  
Engineer Branch.****Section C.—Fisherman Branch.**

Meeting Nights : Monday and Thursday at 7.30 p.m., at Union Offices, West Dock Avenue, Billingsgate, Hull.

Join at once; combine to protect your interests, and improve your condition. Entrance Fee to be raised shortly.

OFFICE OPEN DAILY FROM 9 A.M. TO 5 P.M.

**NOTICE.**

On and after May 28, 1890, all communications, etc., for the Leith Branch of the National Amalgamated Seamen's and Firemen's Union should be addressed to "Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), Leith."

ROBT. SMITH, Sec.

**NATIONAL AMALGAMATED  
SAILORS' AND FIREMEN'S UNION  
Of Great Britain and Ireland.**

It is urgently requested that Members of the above Union will note the fact that part of our agreement with the Steamship Owners' Association was, that after signing articles, they should not be asked to work either Cargo or Winches in the Home Port, during the struggle with the Dock Labourers. We also call upon all our Members not to interfere with Flatmen's work or any other class who may have a dispute with their Employers. Members found doing such work after this notice will be dealt with by the Union.

The Wages according to agreement are for the Western Ocean and Baltic:—

Firemen - £5 0 0 | Trimmers £4 10 0

Sailors - - £4 10 0

All other grades in proportion.

Southward:—

Firemen - £4 10 0 | Trimmers £4 0 0

Sailors - - £4 0 0

All other grades in proportion.

By Order of the Committee,

**W. NICHOLSON,**  
Liverpool District Sec.

**ROYAL ALBERT MUSIC HALL,  
VICTORIA DOCK ROAD.**

(Opposite Canning Town R. S.) Sole Proprietor Mr. C. BELF

**A GRAND ENTERTAINMENT**

Will take place at the above Hall on

**FRIDAY, MAY 9th, 1890.**

for the

**BENEFIT**

of the

**WIDOW AND SIX CHILDREN**

of the late

**JOHN GRANT,**

Late Chief Officer of the ill-fated N.L.S.S. "ERIN," who are left Totally Unprovided for.

**UNDER THE DISTINGUISHED PATRONAGE OF**

S. Plimsoll, Esq., J. Hume Webster, Esq., J.P., Aldermen Fielder, Kidd, Adamson, Worland, and Phillips; Councillors Vinicombe White, Woods, Goodchild, Ivey, Hughes, Lambert, Walsh, Williams, W. C. Poulsen, Esq., and other influential gentlemen of West Ham.

**NATIONAL AMALGAMATED  
SAILORS' AND FIREMEN'S UNION  
OF GREAT BRITAIN AND IRELAND.****WAGES.****STEAM, MONTHLY.**

Sailors and Firemen, all round	£1 15 0
Cook and Boatswain	5 5 0
Lamp Trimmer	5 0 0
Steward and Carpenter	6 5 0
Donkeymen (Overtime extra)	5 10 0

**STEAM, WEEKLY.**

Sailors and Firemen	£1 12 8
Carpenter and Steward Cook	1 16 0
Lamp Trimmer	1 15 0
Donkeymen (Overtime extra)	1 16 0

**SAIL, SOUTHWARD.**

Sailors	£3 10 0
Cook and Boatswain	4 10 0
Steward	5 10 0
Ordinary Seamen	2 10 0
Carpenter	6 0 0

**SAIL, WESTWARD.**

Sailors	£4 0 0
Cook and Boatswain	4 15 0
Steward	5 15 0
Carpenter	6 0 0
Ordinary Seamen	3 0 0

**DAILY WAGES 5s. TIDES' WORK 5s. BOILER CLEANING**

6s. per day.

**PULL TOGETHER !**

Officers can engage Men at the Union Offices, Coronation-street, South Shields, at the above Rates. Entrance Fee, 17s. 6d., from 1st May, 1890, rising monthly 2s. 6d.

DAVID CLEMENT, Secretary.  
Meeting Nights, Mondays, at 7 p.m. Sociable on Fridays, at 7 p.m.

**"SEAFARING" ADVERTISEMENT SCALE.****ORDINARY POSITIONS.**

1	NUMBER OF INSERTIONS.			
	13	26	52	
s. d.	£ s. d.	£ s. d.	£ s. d.	
Column.....	15 0	9 2 0	15 12 0	23 0 0
Half Column..	9 6	5 10 0	9 15 0	14 8 0
Three Inch...*	6 0	3 8 3	6 3 6	10 8 0
Two-Inches....	4 6	2 12 0	4 11 0	7 16 0
One Inch.....	2 8	1 9 3	2 5 0	3 18 0

**FACING EDITORIAL MATTER.**

Column.....	19 0	10 14 6	19 3 6	31 4 0
Half Column..	10 6	6 3 8	11 1 0	19 10 0
Three Inches...*	6 6	3 18 0	7 3 0	11 14 0
Two Inches....	5 0	2 18 6	5 4 0	9 2 0
One Inch.....	3 0	1 14 8	2 18 6	4 11 0

Quotations given for special advertisements. Five per cent. discount off above prices allowed when accounts are paid monthly; liberal discount for cash with order.

**PREPAID ADVERTISEMENTS.**

Prepaid Advertisements, not exceeding 25 words in length, and set in same type as news (not displayed), are charged at the rate of 1s. for one insertion, or 2s. for three insertions.

**Seafaring.**

SATURDAY, APRIL 26, 1890.

From various papers it appears that another instalment of Mr. Plimsoll's work on the grievances of seamen has just been published. No copy of the pamphlet has yet reached us, and we cannot, therefore, at present notice it in detail. But from the notices of it in other journals we gather that it deals with the highly important question of seamer's food. How great is the room for improvement in this matter few of our readers require to be told, and we need hardly remind them that bad and insufficient food was a grievance which we promised when SEAFARING was first launched that we should deal with. From time to time we have done so, and many have been the complaints of seamen to SEAFARING, or to the Branches of the Union, respecting short quantity or bad quality of provisions served out to them during a

voyage. It may, therefore, be to their interest to call their attention to that part of the Merchant Shipping Act touching the point in question. By Sec. 221 of the Merchant Shipping Act, 1854, any three or more of the crew of any British ship may complain to any officer in command of any of Her Majesty's ships, or any British Consular officer, or any shipping master (*i.e.*, a superintendent of a Mercantile Marine office), that the provisions or water for the use of the crew are at any time of bad quality and unfit for use, or deficient in quantity; and if, upon such officer's examination, the provisions or water are found to be of bad quality and unfit for use, or to be deficient in quantity, the master does not (after the person making the examination has signified the same to him in writing) provide other proper provisions and water in lieu of any signified to be of bad quality and unfit for use, or does not procure the requisite quantity of any so signified to be insufficient in quantity, or uses any provisions or water which have been signified as of bad quality and unfit for use, he shall incur a penalty not exceeding £20. Seamen should also understand that to provide against any frivolous complaints, Section 222 provides that, if the officer to whom any such complaint is made certifies that there was no reasonable ground for complaint, each of the parties complaining shall be liable to forfeit to the owner, out of his wages, a sum not exceeding one week's wages. If at any time the allowance of provisions stipulated for in the agreement is reduced, except in accordance with any regulations for reduction by way of punishment, contained in the agreement, and also except for any time during which a seaman wilfully and without sufficient cause refuses or neglects to perform his duties, or is lawfully under confinement for misconduct either on board or on shore, or if it is shown that any of such provisions are or have during the voyage been bad in quality and unfit for use, the seaman shall receive by way of compensation, under the 223rd Section, for such reduction or bad quality, according to the time of its continuance, the following sums, to be paid to him in addition and recoverable as wages:—Allowance reduced by any quantity not exceeding one-third of the quantity specified in the agreement, a sum not exceeding fourpence a day. If reduced by more than one-third, eightpence a day. In respect of such bad quality as aforesaid, a sum not exceeding one shilling a day. But if it is shown to the satisfaction of the Court before which the case is tried that any provisions, the allowance of which has been reduced, could not be procured or supplied in proper quantities, and that proper and equivalent substitutes were supplied in lieu thereof, the Court shall take such circumstances into consideration, and shall modify or refuse compensation as the justice of the case may require. Until such time as there may be legislation as to the amount of supply, quality and inspection of provisions before each voyage, it would be well for seamen if they or the Union would obtain enforcement of the provisions of the foregoing sections of the existing Act. This need not prevent them from agitating for much needed legislative reforms. On the contrary, it would help to call the attention of other working men to existing defects, and to enlist the whole forces of Labour on their side in demanding the necessary improvements.

## NAUTICAL NEWS.

*Polynia* arrived St. John's with 3,400 old, 4,000 young seals.

The cable from Halifax, Nova Scotia, to Bermuda will be laid next month.

CAPTAIN J. JOHNSON, of the English steamer *Craigill*, at Philadelphia, fell overboard and was drowned.

The Load Line Bill was, on the motion of the Earl of Morley, read a first time in the House of Lords April 17.

The *Barranca*, from Mauritius for the Channel, has landed her captain at St. Helena ill, and has proceeded in charge of the first officer.

The men employed in the shipbuilding industry at St. John, N.B., have obtained a concession from the masters whereby they will not work more than nine hours a day.

The experiments with electric lights which were carried out by the War Department last summer in the Needles Channel will be resumed at intervals during the month of June and the first half of July next.

The council of the Meteorological Office have presented to Captain Pasifull, of the ship *Rahane*, at Glasgow, a book of charts, also a book of directions, as an acknowledgment of his services to that department.

An inquest was held in London on Saturday on Mr. Douglas H. Morgan, shipowner, of Newport, who cut his throat in a field near the house of a friend with whom he had been staying. Verdict of suicide whilst temporarily insane.

The cruiser *Conquest* has just made at Zanzibar some important captures of slave dhows containing large numbers of slaves. Since the blockade has been raised the slave trade has been brisker than ever, and slavers are now sent off in large numbers.

A TELEGRAM from St. John's, N.F., reports the arrival of the *Terra Nova*, with 17,200 young and 9,000 old seals. She reports the *Ranger* with 17,000 sea's, the *Panther* with 4,500, and the *Kite* (second trip) with 800.

SHORTLY before the arrival of the *Athenian* in Table Bay Captain W. Bambridge, her commander, was presented with an address thanking him for his kindness and urbanity on the voyage. It was signed by the adult passengers of all classes.

THERE are said to be only about one hundred native-born American sailors in the United States navy. All the rest are Chinamen, Negroes, Portuguese, "Greasers," Cannucks, Greeks, Malays, and Patagonians.

The master stevedores of Hamburg having passed a resolution in favour of abolishing piece work, the men have held a meeting proposing the following terms for day work in lieu of piece:—day work 6s., night work 8s., and Sundays 7s. per day.

A BOTTLE has been picked up on the Cornish coast containing a message from Woelke, banker, New York, one of the passengers by the ill-fated National liner *Erin*, which disappeared while on a voyage some months since. It is dated from "Steamer *Erin* at the bottom of the sea."

The Custom House authorities have issued a notice to masters of fishing vessels, notifying that on and after the 1st of May all small boats are to have painted on their sterns the name of the vessel and the port to which she belongs, with the master's name on the inside the stern transom, in Roman letters not less than two inches deep.

The Board of Trade inquiry held at Liverpool respecting the stranding and abandonment of the Liverpool ship *Abbey Town*, near Calais, on Feb. 9 last, has resulted in the Court finding that the master was in default, and suspending his certificate for three calendar months, and in fixing that time they took into account his favourable antecedents.

BEFORE the Bristol Marine Board, on Monday, Edward Wright Halliday, holding a master's certificate, was charged with drunkenness and incapacity to perform his duties on board the steamship *Chatsworth*, of Cardiff. Defendant pleaded that he was exhausted by work when he left the ship to get his breakfast, and was overcome when some friends treated him to whisky. Dismissed with a caution.

At Liverpool work has been resumed in nearly all cases at the docks, although at Birkenhead some irritability is still experienced. The employers are unusually firm with regard to the hour of concluding work on Saturdays, and will not withdraw from their position. It is reported in Liverpool that Mr. Hudson is to contest the Scotland Division and Mr. Geraghty the Bootle Division on behalf of labour.

A REMARKABLE incident has occurred on board the barquentine *Norden*, from Demerara, discharging greenheart in Liverpool. While the vessel was loading, a rattlesnake, 12 feet in length, worked its way through the bow port, and, as they were unable to find it at the time, it has come safely across as a very unwelcome passenger.

## SAILORS' AND FIREMEN'S UNION.

### THE EXECUTIVE.

Since we went to press last week the following report has appeared:—The Dundee Branch applied on behalf of a member who had been injured on a voyage across the Atlantic, and who in consequence would not be able to continue his employment as a fireman, for a superannuation allowance of £20. He had been twelve months in the Union. The application was passed unanimously. Some discussion took place with reference to the removal of the headquarters to London. The secretary was instructed to enter into an agreement for the lease of premises at 19, Buckingham-street, Strand, for four and a-half years, and arrange for their early tenancy. A deputation from the North of England Sailors' and Seagoing Firemen's Friendly Association waited upon the Executive, with reference to the proposed federation of the Association and the Union. Messrs. Friend, Rutherford, Chapman, and Storey composed the deputation, and submitted the terms upon which they would federate with the Union. A long discussion of a friendly character ensued. Ultimately a sub-committee of the two bodies was appointed to meet on May 10 and discuss the whole question. A deputation also visited the Executive from the Shipmasters' and Officers' Union, asking them to insist upon all ship's officers becoming members. The Executive expressed themselves as in entire harmony with the proposal, and a resolution to that effect was carried unanimously.

### LONDON BRANCHES

At the weekly meeting of Tidal Basin Branch, held in the Schoolroom, Tidal Basin, April 18, Bro. Starr, president, in the chair, after the enrolling of new members and reading of fines, it was proposed by Bro. Garvie, and seconded by Bro. Harris, that we have a finance committee; an amendment by Bro. Dawson, seconded by Bro. Robinson, that it stand over till next meeting was carried. Comments on the one o'clock movement were made, and after some discussion, it was proposed by Bro. Clarke, and seconded by Bro. Driscoll, that we inform the shipowner that the sailors intend to cease work at one o'clock on Saturday next, all members to be notified, and handbills printed to the same effect. Mr. J. H. Wilson, who was present, then took the chair, and spoke at some length on the same matter. It was then carried unanimously. Proposed by Bro. Garvie, and seconded by Bro. Harris, that the minutes be accepted as read; carried. Mr. Wilson then spoke at some length on the financial state and progress of the Union, after which Mr. Walsh spoke on the one o'clock movement. It was proposed by Bro. Clarke, and seconded by Bro. Garvie, that we adhere to the former resolution with a week's notice; an amendment by Bro. Starr, seconded by Bro. Driscoll, that we take a week to consider, was carried. It was proposed by Bro. Kaylor, and seconded by Bro. Leveritt, that we attend the funeral of a late brother stevedore with banner and regalia, on Sunday, April 20; carried. The meeting closed with a hearty vote of thanks to Mr. J. H. Wilson.

At the County of London Sessions on April 18, before Mr. Loveland Loveland, sitting at Clerkenwell, Mr. George Fysh surrendered to his bail to answer an indictment for obtaining money by false pretences. Mr. W. H. Leycester was for the prosecution, and Mr. Geoghegan was for the defence. The defendant was honorary treasurer of the Green's Home Branch of the National Amalgamated Sailors' and Firemen's Union. It appeared that in November last it was decided to purchase a safe for the office of the Branch, and instructions were given to defendant by the secretary, Mr. Clarke, to buy one. Defendant and Mr. Clarke also consulted a man named Goldberg, proprietor of the Cambrian Hotel, East India Dock-road. A safe was afterwards bought of Speller Brothers, Caledonian-road, for £8 12s. 6d., and when it was delivered at the office defendant told Mr. Clarke the price was £25, and received that sum from him. Mr. Clarke said that the defendant immediately handed the money to Goldberg, and was corroborated by a witness called for the defence, but Goldberg denied this statement, and further deposed that he had introduced the defendant to Speller Brothers, and that they had dealt directly with defendant. He was corroborated to a certain extent by one of the Messrs. Speller, who said that he had sold the safe to a man whom Goldberg introduced to him, but the identity of this man with the defendant depended upon Goldberg's evidence. It appeared that the Branch to which defendant belonged was not responsible for this prosecution,

and had passed a resolution acquitting him of all blame. The matter, however, had been taken up by other members of the Union, some of whom had been expelled from the Union. When the defendant was arrested he said to the officer who took him, "This is simply spite and malice. A man named Goldberg, a Jew, undertook to buy a safe for the Union on commission." Goldberg denied that this was true, but it was shown that the bill for the safe had been made out in his name, and had been paid by his cheque, while the safe had been sent, in the first instance, to his house. The jury found the defendant not guilty, and on the application of Mr. Geoghegan an order was made that the documents produced in the case should be impounded. Loyal Union men are greatly delighted at Mr. Fysh's acquittal, and he has been heartily congratulated on having established his innocence.

At the Central Criminal Court, London, on Monday, George Hornsby surrendered to take his trial for publishing a libel upon Mr. J. Havelock Wilson. Mr. Muir prosecuted, and Mr. Malcolm Douglas appeared for the defendant. The prosecutor is the well-known general secretary of the Sailors' and Firemen's Union. The libel was contained in Abbott's pamphlet, for publishing which Abbott is now in prison. Hornsby had handed a copy of the pamphlet to another member. The defence was that the defendant, as a member of the Society, had a right to call the attention of another member to a matter in which they were jointly interested, and that it was a privileged communication. The jury returned a verdict of guilty without malice. Mr. Muir said he thought it right to state that since the proceedings had been instituted the Society had passed a unanimous vote of confidence in the prosecutor. The Recorder sentenced the defendant to pay a fine of one shilling, and upon his doing so, he was discharged.

#### LIVERPOOL BRANCHES.

At the weekly meeting of the South End Branch held April 21, Mr. A. J. Candler in the chair, Mr. J. Kogers in the vice-chair, the first business was an appeal from Mrs. O'Brian, wife of one of our members, who has a child dead, and could not find the means of burying it, as the husband is out of work and she has nothing in the house to dispose of. After careful consideration it was moved by Mr. J. Young that we hand over £1 from the money in hand as the result of the recent draw for that purpose; seconded by S. G. Brown, and carried. The money was then handed over, and accepted with thanks. Next the minutes of previous general and committee meetings were read and passed. Correspondence was read and duly considered. Next, financial statement for week ended was read by the secretary. Moved by T. Fone that the financial statement be accepted as read; seconded by Mr. R. Ries, and carried. Next the question of federation was brought on, and the steps which we have already taken were fully considered, and several able speeches were delivered by Messrs. T. Rogers, T. Connerty, the secretary, and others, urging on the necessity of giving effect to the movement so as to make it a reality, as it is the opinion of all our members that federation is the only means whereby we can permanently improve our position. Next a letter was read from Mr. T. R. Threlfall, Southport, secretary of the Labour Electoral Congress, asking what number, if any, of the reports of the late congress at Hanley the Branch would be willing to take. Moved by Mr. A. Duncan that we order 100 copies; seconded by Mr. T. Fone, and carried. Next the two delegates gave in their reports, which were duly considered, and the meeting adjourned.

At the weekly meeting of the Bootle Branch, Mr. O'Hare in the chair, Mr. Campbell in the vice-chair, the minutes, correspondence, and financial statement were passed. Short addresses were then given on the Federation of Labour Scheme by Mr. Nicholson, district secretary; Mr. Connerty, Branch secretary, and Mr. Shepherd. Mr. Marmon moved a resolution to the effect that the officials of this Union endeavour to get all classes connected with the shipping industry to federate and mutually co-operate with us as soon as possible. This was seconded by Mr. Boag and carried. Mr. Johnson proposed that the secretary be empowered to buy 300 copies of the report of the Labour Electoral Congress; seconded by Mr. Lynas, and carried. Mr. O'Hare proposed that William Johnson be empowered to act as delegate on the s.s. *Arizona*; this was seconded by Mr. George Johnson and carried. Mr. Carlis proposed Mr. Roberts as delegate on the s.s. *Polyesian*, seconded by Mr. Ryan, and carried. Mr. Hanlon proposed Mr. George Johnson as delegate on the s.s. *Gallia*; seconded by Mr. Gough and carried. Mr. Johnson proposed Mr. Burke as delegate on the s.s. *Umbria*; seconded by Mr. McEvitt and carried. Mr. Boag moved the adjournment of the meeting; seconded by Ryan and carried.

#### GLASGOW BRANCH.

At meeting held April 17, in the Typographical Hall, 102, Maxwell-street, Mr. A. McGregor in the chair, the minutes of the previous meeting being adopted, the minutes of the committee were then read, comments being made on the case of a member named Kennedy, he having lifted a privilege card on Nov. 13, 1888, but did not pay his entrance fee until May 27, 1889, and had only been paying contributions from the later date. Mr. Kennedy being present, stated that he was quite willing to abide by the decision of the committee, that was to pay up his arrears from Nov. 13, 1888. Comments were next made on the member, McLauchlin, he having been boycotted from the s.s. *Circe* by three of his fellow members, for which at a former meeting these members had been fined £1 each, the same to be handed to McLauchlin. One of the members, named W. Currie, appealed to the general meeting, but after consideration, the meeting unanimously agreed that the resolution be adhered to. Comments were also made on the case of W. Ruthven, convenor of committee, he having been summoned to attend the general meeting and explain his reasons for not attending committee sittings. Being present, he gave his explanation, which was deemed satisfactory. He was therefore exonerated and allowed to continue in his office as convenor. The minutes were then unanimously adopted. The financial statement for the week was then submitted and highly approved of, as after paying all expenses, including strike pay to the men of the Allan Line, there remained for the week a balance in hand of £74. Correspondence was then read from Mr. J. H. Wilson, also from a Mr. Harris, of the Dumbarton Riggers, asking us to send them a copy of our rules, that he might lay them before the riggers of Dumbarton, who had a notion of either amalgamating or federating with us. They had (according to letter received) been approached by the so-called riggers of Glasgow and Greenock, to assist them in working detrimentally to the interests of the National Union. Two telegrams were also read from Mr. Nicholson, Liverpool, in answer to wires sent to Liverpool to prevent men coming to Glasgow to take the *City of New York* to Liverpool, the first answer stating that our telegram was late, as the men had already come. We were very happy to say that no men did come. So Mr. Nicholson must have been misinformed, and through the steadfastness of the men of our Union they gained a splendid victory by getting their Union rates, viz., £2 10s., for the run to Liverpool. Complaints were afterwards gone into, and as usual caused a deal of valuable time to be spent uselessly. However, the most serious one to be dealt with was a member named R. Moffat, he trying to bribe one of the delegates to use his influence to get him (Moffat) a berth in the *City of New York*. It was, on the motion of W. Rae, seconded by P. Hammill, unanimously agreed to fine him £1, and that the fine be paid before he again be allowed to work as a Unionist. Another serious complaint was lodged against the Tower Hill Branch for having joined a member of our Branch last August. Having been found aboard one of the Allan liners he was taken ashore to our office where the discovery was made. Being present he gave a thorough explanation of the whole matter, likewise producing his card belonging to our Branch (the name is Alex. Lee, 284, Crookston-street). He joined the Glasgow Branch March 27, 1889. He is a coloured man, and had been cast away in the s.s. *Provincie*, when a few more members lost their lives during the late gale. It was moved by C. Wright, seconded by Mr. Mullen, that we do all in our power to assist the member in his present difficulty, and that the secretary write to head-quarters on the matter. This was carried unanimously, and the meeting adjourned. A dispute between SEAFARING and a member of this Branch having arisen, the Editor will attend a meeting of the Branch shortly, to take its opinion on the same.

#### BELFAST BRANCH.

The usual weekly meeting was held in the Union Rooms, 41, Queen's-square, on April 17. On a call, which was unanimous, Mr. Kennedy took the chair. The usual attendance of members was considerably increased by the men of the s.s. *Dynamic*, who have lost their employment for simply asking for justice. The names of members enrolled during the week were submitted for the approval of the meeting; after some questions were asked and answered, it was unanimously agreed that they be accepted as members. The minutes were read and adopted, on the motion of Mr. Wm. Ramsay, seconded by Mr. John Gunning. Correspondence was read, including two letters from Messrs. W. M. Maxwell, one from Davidson (Fleetwood), Nichol-

son (Liverpool), Austin (Cork), and Boyd (Glasgow). After an explanation regarding the last letter, which was deemed satisfactory, correspondence was passed. The financial statement was then submitted, and treasurer's receipt for money deposited with him produced, when it was moved by Mr. John Gunning, seconded by Mr. John Hume, that the financial statement be passed as correct; carried unanimously. A discussion then took place anent the assistant secretary's salary, agreed, on the motion of Mr. F. Croaker, when it was seconded by Mr. J. Glenn, that the question be not dealt with until that day three months. The action of the shore engineer of the Ulster s.s. Company was then brought on for discussion, and after being exhaustively considered, it was moved by Mr. James Glenn, seconded by Mr. Francis Croaker, that the matter be laid before the first meeting of the Belfast United Trades Council, also the case of the Belfast s.s. Company; carried. The case of James Wallers, donkeyman of the s.s. *Dynamic*, was then put before the meeting. After a lengthened discussion, in which it was clearly proved that the said member was working against the interests of the Union, it was moved by Mr. James Glenn, seconded by Mr. R. Frizzell, that he be fined in the sum of £3; carried unanimously. It was then moved by Mr. Wm Strange, seconded by Mr. John Gunning, that the other men in the s.s. *Dynamic* be charged £1 in excess of the entrance fees in the event of their ever joining the Union; carried. Mr. R. Kane then requested to know what support he would receive for coming out in the interests of the Union. The secretary referred him to the rules, at the same time explaining them at some length, which explanation did not seem satisfactory to the member, who then moved a resolution to the effect that 10s. per week be paid to the men who came out, but he received no seconder, the secretary informing him that it was not in the power of the Branch to grant anything without the consent of the Executive Council, and suggested that the member should write to the general secretary on the matter, and offering to provide a printed addressed envelope; an offer which the member refused. The night being well advanced, it was then moved by Mr. John Gunning, seconded by Mr. Wm. Gordon, that the meeting adjourn; carried.

We have received the following:—"Dear Sir.—Would you kindly allow me space in your valuable paper to explain the cause of dispute between the sailors and firemen of the s.s. *Dynamic*, belonging to the Belfast s.s. Company, and trading between Belfast and Liverpool, there being varied accounts of the dispute here, some of which accounts are likely to injure the Union. I give you the case as fully explained to me, viz., that the men were requested when at Liverpool, and after their day's work was finished, to move the vessel from the Prince's Dock to the crane at the Prince's half tide, which the men refused to do unless allowed extra pay, or time equivalent to the time lost, which the captain refused. The vessel not being moved till the following morning, on the vessel's arrival at Belfast, Captain Perry, the overseer, went on board, and after some conversation with the men regarding a new crane which the Company were to have put up at their own berth in the Prince's Dock, he ordered that time should be allowed for any time lost in moving the vessel until the new crane was erected, and asked the men if they were satisfied with that arrangement. The men answering in the affirmative, everything went on well for a week. But the captain seemed to feel sore at this concession being granted to the men, and seeming y made up his mind to punish them in his own way, and started by giving Thomas Gordon his notice to leave. The remainder of the Union men on board were given to understand that they would be all served the same as soon as their places could be filled with non-Society men. Having this before them, the men went to the captain, requesting to be informed of the reason why Thomas Gordon had been put on his notice. The captain, in a very pompous manner, ordered the men away, saying that he would give no explanation, and they could all take their notice, which they did, the Company making no inquiry regarding the men leaving, and as far as I am aware have not yet done so. This, Mr. Editor, I believe to be the true account of the dispute.—On behalf of the men, R. PRICE.

#### DUBLIN BRANCH.

At the usual meeting of this Branch held on the 18th inst., Bro. F. Roache in the chair, the minutes of the previous meeting, financial account and correspondence were read and confirmed. Secretary then brought before the meeting the case of the shipwrecked crew of s.s. *Arcoa*, which vessel was run down off Dungeness at midnight on the 10th inst., and all members present were unanimous in condemning the disgraceful treatment given them at the hands of the steward s.s.

*North Cambria.* Bro. M. Lee, A.B., then begged leave to state that all due praise was not given the firemen of s.s. *North Cambria* in our last report to SEAFARING. He stated that a special word of praise or credit was not given them, which was their due and should have been accorded them, and it was resolved that all members present award them a sincere and heartfelt vote of thanks for their sympathy and kindness on that eventful and memorable occasion. It was then proposed by Bro. Johnson, and seconded by Bro. Kavanagh, that secretary write to local newspapers giving the replies of the shipowners in this port to our deputation, with reference to advance of seamen's wages; carried. It was proposed by Bro. McGuire, that secretary call on the seamen employed in Messrs. Robinson's vessels, advising them to accept the advance of 5s. per month in their wages, which was one of the results of the above deputation, seconded by Bro. Johnson; carried. Mr. P. A. Tyrrell, secretary Amalgamated Engineers' Society, who has always the Union at heart, and who we may safely say is the Godfather of this Branch, then addressed the meeting at some length—whilst advising us to pull together in his able way, he pointed out the necessity of urging on the local dock and quay labourers to form a Union of their own, amalgamating with the Unions of dock and quay labourers in Great Britain and Ireland. He was told by our secretary that a communication from Mr. Robertson, Glasgow, had been received on that important subject, but he would beg leave to again press on the secretary of this Union and all members present the urgency of such Union. It was then unanimously agreed that the Seamen's Union use their best energy in the matter, and after some very able advice from Mr. Tyrrell the meeting closed with a hearty vote of thanks to the chairman and Mr. P. A. Tyrrell.

A letter from Mr. Young, secretary Seamen's and Firemen's Union, Grimsby, is to hand, wherein he states part of crew of s.s. *North Cambria* passed through Grimsby en route for Belfast. They have already reported this matter, and Mr. Young kindly suggests that the steward's name can be ascertained at the shipping office in Belfast. Need we say that the useful is already done?

#### ABERDEEN BRANCH.

At the usual weekly meeting, held on April 21, Mr. John Farquharson, president, in the chair, there was a fair attendance of members. The minutes of former meeting were read and disposed of; correspondence was next read; also a circular from the Aberdeen United Trades Council, asking the assistance and co-operation of the Branch in organising a demonstration to be held on Saturday, May 17, in favour of an eight hours day by legislation, and further expressing the desire that the meeting would be large and representative. The secretary intimated that there was every likelihood that the Aberdeen shore labourers would be turning out in their numbers, and that as they, too, were closely allied, we might form along with them. This was unanimously agreed to. The demonstration is to be held on the Links, at an hour which has yet to be advertised. The circular to the shipowners, asking for an advance, was next read over, and ordered to be sent out. The request is 32s. 8d. in place of 30s. weekly, as at present. This formed the principal business, and the meeting adjourned. The following is the circular referred to:—"49, Marischal-street, Aberdeen, April 21, 1890.—To the Shipowners of the Port of Aberdeen.—Gentlemen,—I am requested, as representing the members of the above Union, and specially the men sailing in your vessels out of this port, to state that they request an advance of wages, viz., 32s. 8d. weekly, in place of 30s. as at present. We would respectfully submit several reasons for this further claim:—1st. That most other ports have this rate of wages. 2nd. That vessels, even in the Port of Aberdeen, have signed on crews at this rate. 3rd. That local vessels sailing out of other ports have 32s. 8d. weekly. 4th. That vessels signing by the month are receiving £4 10s.; the weekly proportion of this is 32s. 8d. weekly. Under these circumstances the members conclude that the time is fully come when they should be put on a par with the sailors and firemen of other ports. I am further requested to express the hope that your firm will see its way to grant the advance, the same to commence on May 5, 1890. An answer is respectfully requested by Thursday, April 24, when we shall be pleased to hear from you on the subject.—I remain, gentlemen, yours faithfully, J. C. Thompson, local secretary."

#### DUNDEE BRANCH.

A special meeting was held on Tuesday, at 12 noon, the 15th inst., to decide if the Branch should defray the expenses of the burial of two members. One of them had been ailing for some time, the other signed articles on the Saturday in the ship

*Mayhill*, bound for Melbourne, but he dropped down dead on the Sunday, syncope being the cause of death. Neither of them being in the sick fund, Mr. Blake moved the following resolution, seconded by Mr. J. Smith, that the expense come off the Branch fund in the meantime, and that the members do all that lies in their power to refund the money by subscription.

This Branch held its usual weekly meeting on April 15, Mr. A. McDonald in the chair, with a fair attendance of members. The minutes of the previous meeting having been read, it was moved by Mr. Potts, and seconded by W. Small, that they be adopted. Report of deputation to Mr. J. Leng, M.P., was submitted to the meeting; Mr. Leng promised to keep the Branch of the Union in mind as soon as a vacancy may occur on the Local Marine Board. The election of members for the Trades Council then took place, when Mr. Pert was proposed by Mr. D. McPherson, seconded by Mr. J. Smith; carried unanimously. Mr. Potts proposed Mr. C. W. Millar (secretary), seconded by Wm. Small; carried unanimously. The meeting was afterwards brought to a close.

At another meeting of this Branch, Mr. A. McDonald in the chair, the first business brought up was with regard to a dock labourer who lost a few hours work on account of having to strike against the discharging of the ship *Dora Ewing*, manned with non-Unionists. The whole of the non-Unionists had to join the Union before the dock labourers would discharge her. It was proposed by Charles Tasker, and seconded by Mr. Gilkison, that the man who lost his work through the strike get 2s., it being about the sum he lost through the strike; carried unanimously. Correspondence was then read, amongst which was a letter from the secretary of the Hull Branch, asking if this Branch would refund the sum of £1 which he had paid to a member belonging to the Dundee Branch. Mr. Simpson proposed it be not paid, as it is against the rules of the Union to cash advance notes; seconded by J. Harvey, and carried unanimously. Regarding the runs, Mr. Stewart proposed the men go aboard of the ship at any place in the dock where she is berthed, and take her to the lock head, and when they get to the port she is bound for, they hand the ship over to the riggers; seconded by R. Yeaman, and carried. A long discussion took place regarding the gold medal, for securing 50 members for any Branch, whether it was the man who persuades a brother to join, or the man who brings him to the office, should get the credit of the same. Mr. J. Moncrief proposed it be the one that brings him to the office; seconded by W. D. Small, and carried. Some time was then taken up discussing what would be a good scale to follow, as to the amount of men those ships going runs should have to take with them. It was ultimately decided that a deputation wait on Mr. Mitchell, and get his views on the subject. The deputation appointed was Mr. Potts and Mr. E. Cowie.

#### SOUTHAMPTON BRANCH.

The usual weekly meeting of this Branch, was held at their office (80, High-street Chambers), Bro. Dawkins, president, presiding. After calling the roll of officers, the minutes of the last meeting, and accounts being read, and being satisfactory, it was moved and seconded that they be confirmed as read. It was moved and seconded that the secretary ask Mr. Cowie to take Mr. Hallett's name off from being solicitor of this Branch, and to send Mr. Cowie the rate of wages out of this port at present, hoping they will soon be better. After a long discussion about different companies, the meeting closed at 10 p.m. The following is the Southampton rate of wages by the month:—

Seamen	...	...	...	...	£3 10 0
Firemen	...	...	...	4 5 0	
Trimmers	...	...	...	3 5 0	
Ordinary Seamen	...	...	...	2 0 0	

Captain Nash desires us to mention that since he severed his connection with this Branch he has not supplied us with any reports of its proceedings.

#### KING'S LYNN BRANCH.

The usual weekly meeting of this Branch was held at the Royal Standard, County Court-road, on Friday, the 18th inst. There was a fair attendance. Owing to the absence of the chairman and vice-chairman a temporary chairman was elected, Bro. H. Cooper being chosen, and Bro. Carter taking the vice-chair. The minutes were adopted, also the weekly financial report. Correspondence was then read. The secretary then stated that Bro. Avis was at sea, and that Bro. H. Cooper had acted in his place to go through the audit for the quarter ending March, with Bro. Cummings. Bro. H. Cooper then gave in the auditors' report, which proved satisfactory to the members of Sparrow Nest. Bro.

Twaine moved, and seconded by Bro. Walker, that the report be adopted, with thanks to the auditors and secretary; carried unanimously. The secretary then reported his visit to Boston on the 11th inst., and gave a very interesting account of his work at that port, with the assistance of Mr. Symons, who is a very earnest worker for the cause of our N.A.S. and F. Union. It was moved by Bro. Swaine, and seconded by J. Docking, that the thanks of the members of this Branch be accorded to Mr. Symons by the secretary on his next visit to Boston; carried unanimously. The secretary then stated that since last sessions he had enrolled two members, who, on the motion of Bro. J. Walker, seconded by J. Lee, were admitted. After a hearty vote of thanks being given to the officials of this Branch, the meeting closed.

#### GOOLE BRANCH.

At the meeting held at Bank Buildings, Tuesday, April 22, Bro. W. Field in the chair, three new members were proposed and accepted. The death of Mrs. James Conner, a member's wife, was announced. The secretary (Bro. Chappell) proposed, and the chairman (Bro. Field) seconded, a vote of condolence and sympathy for our bereaved brother; carried. The secretary gave his report of the preliminary meeting of the proposed Goole Trades and Labour Council, and explained the objects and advantages to be derived from the same. Being elected on the provisional committee, he wished to have their views on different matters relating to the drawing up of the rules and other things. He then read the rules of the Grimsby and Hull Trades Councils, and a long discussion took place, joined in by Bros. Field (chairman), W.J.N. Ward, R. Frazer, and W. Noble.

#### CORK BRANCH.

A largely-attended meeting of the members of the above was held on April 20, at their rooms, Patrick-street, Mr. J. Travers in the chair. The secretary, Mr. M. Austin, laid a financial statement and report before the Union for the past three months, showing the great progress and benefit of the organisation for that time and since its establishment. Few people outside understood the aims and objects of the Seamen's Union. It was established for the purpose of protecting the interests of the seafaring community, and at the same time supplying shipowners with a superior class of men. This statement was considered most satisfactory. Correspondence was read from various Branches of the Union setting forth the rate of wages both from English and Irish ports. Attention was particularly directed to the fact that on some of the Belfast boats the Union rate was paid, as was likewise done on one of the Bristol Channel steamers sailing out of Cork. The Cork Steam Packet Company gave an increase this week to their men, voluntarily showing how the services of Union men are appreciated. Several members spoke on the necessity of having their hours of working regulated on a fixed basis, as in other ports—an arrangement which would be most satisfactory, and get rid of a number of grievances which at present exist. This subject was referred to the committee. The election of officers and committee then took place, and the proceedings terminated with a vote of thanks to the chairman.

#### GRAYS BRANCH.

At the meeting of this Branch, April 16, the president in the chair, Bro. Burns proposed, and Bro. Longman seconded, the election of John Pattison. On the minutes and financial statement for week being read, it was moved by Bro. Leighton, and seconded by Bro. Bilett that they be adopted. Correspondence was then read and passed. Bro. Sullivan then wanted to know how we were getting on with the draw, and if the tickets were printed yet. The chairman said the tickets would be ready that evening, and any member that wished to assist the committee could get a book of tickets and dispose of them. Bro. Barrett suggested that the committee send a book of tickets to every Branch of the Union; the prices of the tickets were reasonable, and the prizes well worth winning. He had not the least doubt that if the committee sent one or two books to each Branch the secretaries would do their best to sell them. The secretary said that the other Branches in the London district had already promised assistance, and if some of the others lent us a hand our success would be certain. This being all the business, and the night still young, the chairman thought we might finish up with a little harmony. Bro. Bilett was on his feet in a second, and gave us "Far away" and "Sweethearts"; Bro. Barrett responded with "The True-born Irishman" and "That's where the money goes," in first-class style; Bro. Burns' song the "Washerwoman" caused much amusement. Bro. Payne sang "Little Nell," and was deservedly

applauded. Bro. John Barrett then gave a recitation. Mr. Baldock, the manager of the Queen's, then gave us a taste of his vocal powers in "The Weeping Willow," after which a vote of thanks to the chair closed one of the best meetings that we have had.

At the Grays (Essex) Petty Sessions, on April 18, Mr. William Wall, the local secretary to the Seamen's and Firemen's Union, was charged under the Conspiracy and Protection of Property Act, 1875, with intimidation and preventing a seaman named James Thompson from signing articles and obtaining employment in the Orient steamer *Oroya*, on the occasion of that vessel engaging her crew at the Board of Trade offices, Tilbury Docks, on the 5th inst. Mr. George Clinch prosecuted, and defendant pleaded not guilty. In opening, Mr. Clinch stated the case as detailed in the evidence of the complainant below. He said it was brought under the Conspiracy and Protection of Property Act, 1875. The men both belonged to the same Union, but to different Branches, and the result of the intimidation was that complainant was thrown out of the ship and was unable to get employment on any other. Complainant said he lived at 117, William-street, Grays, and was a fireman. He was a member of the Tower Hill Branch of the National Amalgamated Sailors' and Firemen's Union. Defendant is the secretary of the local Branch. On the 5th inst. complainant went to Tilbury Docks to sign on the *Oroya*, on which he had been engaged. Whilst he was there defendant was there, and there were also other men who were all Union men. Defendant told him he was not to go on the ship, and would do all in his power to stop his going. Complainant told defendant that he belonged to the Tower Hill Branch; when he answered, "I know you do, but that is a swindle." Defendant also told the other men that if complainant went into the ship they must not go. Witness produced his Union card to defendant. In consequence of defendant telling the men not to go on, complainant was unable to get a job on the ship. Cross-examined; Defendant did not ask him not to go on the ship, but told him he must not go on the ship. Defendant at this stage elected to be tried by a jury at Chelmsford.—The Bench sent the defendant for trial at Chelmsford, and accepted bail, himself for £20, and two sureties of £10 each.

#### SUNDERLAND BRANCH.

This Branch held their usual weekly meeting April 14, at 174, High-street East, Mr. F. Hines in the chair. There was a very large attendance of members. The minutes of the previous meeting were confirmed. The question of organising the riggers and runners came under discussion, and it was decided to hold a public meeting for that purpose, the meeting to be addressed by Mr. J. H. Wilson, Mr. J. Lee, and others. It was also decided to make an alteration in the carrying of the banner, which is too large to be carried with two poles. The meeting then proceeded to elect the delegates for the Trades Council for the next twelve months, Messrs. W. C. Lonsdale, J. Henderson, W. Airson, and F. Hines were then elected. Several members then spoke at length on the candidature of Mr. Pinkney for the Town Council. All the members present expressed themselves very strongly against Mr. Pinkney, seeing that he is an employer of foreign labour; the meeting then pledged itself to oppose the return of Mr. Pinkney to the Town Council. (Received too late for last week's SEAFARING.)

This Branch held their usual weekly meeting on April 21, at 174, High-street East, Mr. W. Airson in the chair. The secretary read the minutes of the previous meeting, which were confirmed as read. Correspondence was read from several members abroad, also from several Branches. Shipping has been very dull here lately, but now that the Baltic open things are looking brighter; members are well employed. This Branch has got over the demonstration business of Jack Crawford, and the monument looks very well. All members of the Union are invited to have a look at it when they visit Sunderland.

#### BIRKENHEAD BRANCH.

The usual weekly meeting of the above Branch was held on Wednesday, the 16th inst., Mr. Joseph Harrington acting in the capacity of chairman. After some opening remarks from the chairman the minutes of the previous general meeting were read over, and on the motion of R. Rogers, seconded by J. Kerr, were adopted as read; after which the correspondence received during the week, together with the financial statements for the weeks ending April 5 and 12, were read over, and on the motion of J. Kerr, seconded by R. Rogers, were accepted as satisfactory. After some remarks from the secretary and D. G. Denny respecting the late James Hanlon, who was drowned in the ill-fated

steamer *Florence Richards*, and leaves a widow and five children to mourn his loss, it was proposed by T. Walker, seconded by G. Davies, that a drawing be arranged to take place on Monday, June 16, for a sewing machine, which has been kindly presented by Mr. Shepherd for that purpose, for the benefit of the widow and children of the late James Hanlon. It was put to the meeting and carried with acclamation. R. Rogers proposed, and J. Kerr seconded, that a subscription list be opened also to assist James Hanlon's widow and children in their present bereavement, which was carried without a dissentient. After some remarks from G. Davies and the chairman respecting federation, it was moved by R. Rogers, seconded by J. McArthur, and supported by G. Davies, that we ask permission of the Executive Council to bring about the federation of all classes of labour connected with shipping industry in the Liverpool district. It was put to the meeting and carried unanimously. A hearty vote of thanks was accorded Mr. Shepherd for kindly presenting the sewing machine to be drawn for, after which the meeting adjourned at nine p.m., on the motion of T. Walker, seconded by G. Davies, after a very hearty vote of thanks had been accorded the chairman.

#### NORTH SHIELDS BRANCH.

At the usual weekly meeting of this Branch held on April 21, after the usual routine business was transacted, correspondence was read from several Branches, including Blyth, requesting this Branch to co-operate with the other Tyne Branches to raise the wages of sailors and firemen, as many disputes occurred through the various scales in vogue in the North of England Branches. Deputations were appointed to attend the general meeting of the South Shields Branch to come to a general agreement. After a good deal of discussion and various proposals, it was decided to raise the wages for sailors and firemen 5s. per month, viz., from £4 10s. to £4 15s. per month in steamers, no matter where they go to. The new scale of wages will be forwarded to SEAFARING, so that all Union men coming to the Tyne may know what the wages are here. A letter was read from Thomas Carr, enclosing a postal order for 12s., which was lent to him to pay his way home to Hull. He was one of the crew of the s.s. *Gallena*. A resolution was passed at this meeting that Mr. W. Brown, the outside delegate, be provided with a pilot cloth uniform, also a levy of 6d. be put on each member for a silk banner for this Branch, this making three general meetings at which this has been passed. A discussion was carried on by the members on various subjects, and the meeting closed at 9.30 p.m.

#### SOUTH SHIELDS BRANCH.

The usual weekly meeting was held April 21, the president in the chair. The minutes of the previous meeting were confirmed. Correspondence was read from the firemen of the *New Pelton*, which caused a great deal of discussion. Then the wage question came on; the secretary stated the position of the wages at present, which principally affected the sailors and firemen, and caused a great deal of trouble, namely, £4 10s. for Mediterranean and Canal, and the Baltic and Westward £5, and it was suggested that the wages be £4 15s. to any part of the globe. Mr. Heatley, secretary of the Blyth Branch, explained matters about Blyth and Amble, and said that their members would abide by the decision of this Branch. He also stated that it caused great inconvenience not having a uniform wage, which, if adopted, would be good for master and man. Here the president introduced Mr. Leahy, secretary of West Hartlepool Branch, who explained how matters stood with them, and said it was very hard for their men to have to leave the boats having the West Hartlepool wages, namely, £5, and coming to the Tyne or Blyth they have either to leave or have a reduction of 10s., which was very hard for the men, and he would like a uniform wage, say £5, all round. No doubt 10s. meant a big rise for the Tyne, but he believed it could be got. But if it be £4 15s. that means a reduction of 5s. for the West Hartlepool men, which the men wouldn't care for. The president then called upon the deputation from North Shields Branch, which had just arrived, and they stated that whatever decision South Shields Branch came to they would abide by. It was moved that the wages be £4 15s. all round. An amendment was moved that they be £5, and after a lengthy discussion the president pointed out the necessity of weighing the question thoroughly before voting. Then the secretary said that he had an intimation from the Newcastle Branch that whatever decision we came to they would abide by it. On putting the matter to the vote the motion for £4 15s. was carried by a large majority. Mr. Heatley and Mr. Leahy on leaving

were presented with a photograph of a group of this Branch, and the meeting terminated. Last Tuesday we had two ships signing at South Shields, one at £4 15s. and the other at £5.

#### NEWCASTLE-ON-TYNE BRANCH.

At the general meeting April 21, Mr. Purvis occupied the chair, while Mr. Errington acted as secretary *pro tem.* in the absence of Mr. Mansell. The minutes having been read, it was moved by Mr. Nicholson, seconded by Mr. Dunn, that the minutes be adopted as read. A discussion followed regarding Mr. Maskay not having paid for his advertisement in SEAFARING, after which the minutes were unanimously adopted. The correspondence having been read, it was moved by Mr. Nicholson, seconded by Mr. Dunn, that the correspondence be accepted; moved by Mr. C. D. Neilsen, seconded by Mr. Dunn, that Mr. Mansell use his efforts to get the crews of the a.s. *Cam* and s.s. *East Anglian* to join our Union, along with the cooperation of Mr. Bennett, of King's Lynn; carried. It was resolved that Mr. Clements' letter regarding the wage question stand over till next meeting. The correspondence was accepted; 18 sailors and 20 firemen were reported unemployed. A vote of thanks concluded the meeting.

#### LEITH BRANCH.

The usual weekly meeting was held on April 17, when there was a fair attendance. The secretary, in opening the meeting, said he had been asked by the chairman (Mr. Barnett), who had been absent from the meetings for some time, to intimate that he was sorry he would have to resign his position as chairman, as he had removed from town, and the nature of his employment prevented him giving the attention he would like to give to the business of the Branch, but he still intended to remain a member of Leith Branch. He (the secretary) would ask them to elect a chairman and vice-chairman for that evening, and the election of a chairman in the room of Bro. Barnett would be brought up in the course of the evening. Bro. McGregor being appointed chairman, and Bro. Sutherland vice-chairman for the occasion, business was begun by the secretary reading the minutes of the various meetings held, which were adopted, as was also the financial report for the week. During these proceedings, a copy of the quarterly report was handed round to the members, and after they had all seen it, the secretary read it over. The auditors then gave their statements to the effect that they had spent several days and nights in examining the books and vouchers, and they had no hesitation in declaring everything correct. After questions had been asked and replied to, the report was unanimously adopted. The election of a chairman in room of Bro. Barnett was then gone into, it being agreed that the chairman now elected should hold office till the end of December, seeing that there were only two months of the present half-year to go. After several had declined, the following were put to the vote: Brothers Leslie, Messer and Robertson. The vote resulted—for Bro. Leslie 2<sup>nd</sup>, Bro. Messer 9, and Bro. Robertson 4. Bro. Leslie was then declared elected as chairman. After some minor business had been gone through, the meeting dispersed, and a committee meeting was held in reference to the furnishing of the new offices, and the taking of a hall for the meetings.

#### SWANSEA BRANCH.

The usual weekly meeting of this Branch was held in the Club Rooms on April 16. Owing to the absence of the chairman, it was moved by Mr. Reeves, and seconded by Mr. Thompson, that Mr. Rohu be elected chairman for the evening; carried unanimously. The minutes of the previous meeting were read. Proposed by Bro. Davies, and seconded by Bro. Preece, that the minutes be adopted; carried. The financial account was next read and accepted by the members with applause. The correspondence of the week was next read and approved of. The secretary then gave a speech, and pointed out the benefits to be derived from being connected with the Trade Council, and for which we should have to alter our meeting night from Wednesday to Tuesday, to enable the secretary and the delegates to attend the Trade Council meetings. It was proposed by Mr. Thompson, and seconded by Mr. James, that the meeting night be on Tuesday instead of Wednesday night. It was moved, as a rider, that we should have a few bills printed to that effect, in order to give members due notice of the arrangements; carried unanimously; after which the secretary (Mr. Thomas) said he had a very pleasing duty to perform—that was to present Mr. Thompson with the gold medal for the enrolment of fifty members whom he had enrolled in this Branch, and hoped it would be an

April 26, 1890.

example to other members. In the meantime, he said, Mr. Battye was progressing favourably towards the next medal. (Applause.) After various discussions the meeting, which was very well attended, terminated.

#### MIDDLESBROUGH BRANCH.

The usual general meeting of this Branch was held in the large club room, in the Market Hotel, on Monday last, the president, John Hardy, Esq., in the chair, Mr. Louis Gay in the vice-chair. John Carroll and A. Galbraith were enrolled as members of this Branch, on the motion of Mr. James Mucklow, seconded by Mr. John Dryden. The minutes of the two previous meetings were then read, and after a little discussion confirmed, on the motion of Mr. Gallagher, seconded by Mr. J. Jamison. Correspondence was then read to the meeting and accepted. Geo. N. Dove, a member of this Branch, was then invited into the meeting to show cause why he had allowed his contributions to be in arrears since July 1, 1889. He said he had been working on shore, and the whole of the time he depended upon his mother paying his contributions. Several members took part in a discussion which then took place. Mr. F. Gant, who considered Dove's excuse a lame one, moved that he be fined 15s., pay an entrance fee of 15s., and all arrears of contributions, and that he be allowed three months to pay it in; seconded by Mr. John Dryden, and carried unanimously. After various other business, the meeting adjourned, on the motion of Mr. A. Gandy.

#### HULL BRANCH.

In SEAFARING of Jan. 25 last, in the report of this Branch, there appeared a paragraph asserting that Capt. Rankes, of the *Royal Minstrel*, s, of Hull, while the vessel was at Revel on Dec. 18, refused to haul away from the quay to permit the body of the boatswain, who had been drowned, to be recovered for burial; that Captain Rankes also declined to send for grapping irons, and made "no efforts to render the dead its due." Captain Rankes, who was at Alexandria when SEAFARING of Jan. 25 reached him, has on his return to England at once proceeded to vindicate his character, and on his behalf we are informed that the statements in that paragraph are altogether untrue. It is entirely opposed to the interests of this journal to publish any false report whatever, as apart from any injustice so done to other, the reputation of the paper would suffer. The paragraph complained of came to us from a correspondent whose good faith we had no reason to doubt. If, as appears to be the case, he has been misled as to the facts, we regret having published his statement, and shall have much pleasure in giving the same publicity to Captain Rankes version of the case.

#### BRISTOL BRANCH.

The Union boom still flourishes merrily at this port. Founded upon the rock of justice, it defies the efforts of foes—internal, external, and infernal, in its progress towards the emancipation of the seafaring class. The Branch now numbers 1,200 with an average income of £25 weekly, and though late legal actions entered into in defence of right and justice have made serious inroads into the banking account, the success attending them has been a sufficient encouragement to members to not begrudge the outlay, for our course of action has, in this direction, operated as an ocular demonstration to the over-confident shipowners that the day has departed when even a prejudiced bench of magistrates can work their own sweet will upon poor Jack in the interests of the capitalist classes. The income during the three months ending March 25 has been £405 4s. 3d., of which £99 14s. 5d. has been entrance-fees, and £139 10s. 7d. contributions. The expenditure has been necessarily very high on account of the legal business before referred to. It amounts to £252 2s. 10d., of which £114 8s. 3d. is expenditure connected with the late trials. The amount due upon the quarter's contributions is £125 11s. 6d. Appended is the auditor's report, which is most encouraging. The wages of the port are also attached so the Union seamen may see for themselves that Bristol is not behind hand in maintaining Union principles.—

GENTLEMEN.—In presenting the balance sheet for the past quarter, ending March 28, 1890. I would draw your special attention to the great increase of members, which has brought your financial position to nearly equal that of the preceding six months. But, unfortunately, you have been compelled to defend such legal actions that as materially decreased the balance which would have been if such had not been necessary. But I hope such actions will bear fruit by stimulating that bond of unity amongst you which means success. But in the face of these expenses your balance remains intact. In these legal expenses

your E.C. will be asked to pay £74 10s., which will nearly equal the balance due to them on contributions, these claims under this head not being to hand. In the following summary you will see the receipts and expenditure in bulk, viz:—

Dec. to Mar., 1890.	June to Dec., 1889.
Receipts ... £252 19 6	against £305 10 8
*Expenditure 252 12 10	" 201 16 11
Entrance Fees 99 14 5	" 145 7 2
Contributions 139 10 7	" 110 11 2
	* Debit E.C. £74 10s.

These steady strides forward are with the entrance fees advanced and should show you all the absolute necessity of bringing every non-member into the fold, and thus make Bristol a Union port. Remember it is your duty to yourself and fellow-workers to look upon the Union as a source of strength and advantage, and push the same to the front.—I am, gentlemen, yours fraternally,—T. J. DANCEY.

The wages of this port are:—

#### Westward.

Sail.	Steam.
Sailors ... £1 0 0	Sailors & Firemen ... £5 0 0
Cooks & Boat-swains ... 4 15 0	Cooks & Boat-swains ... 5 10 0
Stewards ... 5 15 0	Donkeymen ... 5 10 0
Carpenters ... 6 5 0	Stewards ... 6 10 0
Ordinary Seamen ... 3 0 0	Carpenters ... 6 10 0

#### Southward.

Sail.	Steam.
Sailors ... £3 15 0	Sailors & Firemen ... £4 10 0
Cooks & Boat-swains ... 4 10 0	Cooks & Boat-swains ... 5 5 0
Stewards ... 5 10 0	Stewards ... 6 5 0
men ... 2 15 0	Carpenters ... 6 5 0
Carpenters ... 6 0 0	Donkeymen ... 5 10 0

#### Steam—Weekly.

Cross Channel.	Foreign Trade.
Passenger Boats.	
Sailors & Firemen ... £1 10 4	men ... £1 12 8
Cooks ... 1 12 6	Steward Cooks 1 16 0
Donkeymen ... 1 15 0	Carpenters ... 1 17 6
Carpenters ... 1 17 6	Donkeymen ... 1 16 0

Rigging and Contracting Department.	
Runs.	Shipping Ship, per s. d.
Cardiff & New-port ... £1 0 0	Hobble, each man 5 0
Barry ... 1 5 0	Harbour Work, Sailors and Firemen per day 5 0
Swansea ... 1 10 0	London ... 3 0 0
London ... 3 0 0	Donkeymen " 5 6
Glasgow ... 3 10 0	and 8d. per hour overtime.
10s. in excess of these rates from Sharpness to any of these Ports, and Runs to terminate in Loch or Basin of Port of Transfer.	Rigging proper per day 6 0
S and firm for these rates.—By order of the Committee (Bristol Branch) N. A. S. & F. U.	6d. per day in excess of these rates when the vessel is lying at Avonmouth or Portishead.

#### PETERHEAD BRANCH.

SEAFARING has just been introduced to this port, and appears to be highly popular, judging from the fact that the demand is already good. This says much for the paper, as this part of the country was already well supplied with newspapers. Shipping has improved since last issue, three Danish vessels, two with salt, and one with battens, and two steamers with coal now relieve the monotony of our harbour. Many inquiries come from the fishing class as to the working of the Union in their favour. Their calling seems quite different from the trawling industry. In this quarter the fishermen provide more or less bait and lines, and the more gear provided by the fisherman the larger the proportion of his share when the catch is divided. There appear to be no wages, the master or owner of the boat having a share for wear and tear. Last week some boats divided sums up to £70. Our correspondent would recommend that the Union support members for a uniform price per cran or basket of herrings delivered. He writes:—In a few months this great industry will again be in full swing, whether on a speculative or honest competition I know not; but this I know, if it were not for the union of the fishermen there would not have been so much prospective labour for seamen during the fishing season. Then and not till then, will this Branch place its foot down upon £3 and £3 5s. per month, a wage only an insult to men who have to brave all the dangers of a coasting or Baltic trade. The handsome way the Union has treated one of its members, a Peterheadian, who lost his vessel, the *Golden Horn*, last week,

should make those who have not joined do so, and those who are members to pay up to date. The decision at Montrose averted the Sick Fund, was just and regular, and I would advise all members of this Branch to consider the advisability of joining here. It's all very well to provide for one's self, but to contribute to the Sick Fund provides for not only themselves when in sickness, but in case of death leaves a mite to the widow and family, if they should have either the one or the other. The extra high monthly pay which the Union secures should allow them to join. It would be to the advantage of Peterhead seamen and firemen to advise those at home to get their names on the roll of membership. For this month only, the admission fee will be 2s. 6d. 75 per cent. of those at home have rallied around the standard of freedom, and I have not the least hesitation in saying that if this Branch had been opened before the other four seal and whale vessels had left, their numbers would not have been in the tens but in the hundreds. The owners have not declared the opposition that was expected by some. Those I am acquainted with are quite agreeable. The more wage the higher the freight, and in the herring fishing season the same will rule the price per barrel of herrings. I am sorry to hear that a party of fish curers have found it necessary to charter a foreign steamer for a season to transport stock and fish. They found the price too high in the home market. Why should this be? It brings back to my remembrance the old debate, whether free trade or protection does the most good. I have many times wondered why so many foreign vessels got freights in Peterhead. Steamboat after steamboat, sailing schooners, brigs and barques, used to sail daily, fully freighted with cargoes of thousands of barrels of herrings, while at the masthead could be seen the flag of a foreign nation floating unmolested. It is time this was inquired into. It is too bad to starve at home. It cannot be the monthly pay of our firemen and seamen which keeps back the British shipowner from competing with the foreigner. Some may say they are going home; that is true, but they are no sooner home than they return to fill up, it may be for the tenth time. It makes no difference to the shipper if the cargo be insured; it may profit him the more if the vessel did never arrive at her port of discharge. If some of these foreign old "tubs" would go to the bottom with a cargo of uninsured herrings, it would put an end to the very fine freight of one shilling per barrel delivered at a Baltic port. As time moves on, the Union men will be more run after. I inquired of a captain what he thought of the Union. "Oh," says he, "you are always sure of good men when they belong to the Union." I inquired if he had always found that the case. "Yes," he replied, "with one exception, and I gave him a discharge which would not allow him to play on the next master." He also added that "A good trustworthy man was worth more wages than some so-called sailors, who could neither keep a look-out, nor reef, nor steer." It would be well if captains would report those men who were imposing, so that others could spot them until they made themselves efficient and trustworthy servants.

#### LOWESTOFT BRANCH.

A Branch of the Union has just been started at Lowestoft, Mr. C. Aldborough, of the Great Yarmouth Branch, visiting this port for that purpose.

**WATERMEN AND LIGHTermen**—Sir Michael Hicks-Beach has received at the Board of Trade a deputation from the foremen lightermen of the Thames, who urged the Government to oppose the Thames Watermen and Lightermen Bill. Mr. Reeke and Mr. Oliver stated the views of the lightermen. They conveyed the goods to and from ships in every reach of the river, and in order to do this properly they were required to serve an apprenticeship of seven years: and now it was proposed by the Bill to do away with this safeguard for the protection of life and property. The navigation of the river was very difficult, and if any person was allowed to navigate a barge it would lead to disastrous consequences. The lightermen were a Conservative body, and they hoped a Conservative Government would not do away with their privileges. Sir Michael Hicks-Beach in reply said the Bill had been referred to a hybrid committee, and it was for the deputation to make out their case before that committee. It was not a Government measure; and he advised the deputation to give such evidence as would convince the committee that danger would arise to the navigation. If they proved that such a result would follow, then it would be the duty of the Board of Trade to interfere, but he was bound to tell them that at present he did not agree with them that there was any such danger as they alleged. The deputation then withdrew.

**NOTICE.**

Branch Secretaries are notified that J. Wilson, who was announced in SEAFARING as being fined £100., has now paid his fine, therefore Branch Secretaries are requested to pass him.

Sunderland, March 17, 1890. W. C. LONSDALE.

**NOTICE TO SECRETARIES AND CORRESPONDENTS.**

On and after Monday, April 7, all communications for Gravesend Branch, Seamen's and Firemen's Union, should be addressed to "Plimsoll House, The Terrace, Gravesend."

JOHN DEGNIN, Secretary.

**UNION OF CERTIFIED SHIPMASTERS AND OFFICERS OF GREAT BRITAIN AND IRELAND.**

*Head Offices and Club Rooms:*

33, MARKET PLACE, SOUTH SHIELDS.

**NOTICE TO CERTIFIED OFFICERS.**

A Branch of the above Union has been Opened at GLASGOW, and Premises have been taken at

No. 232, BROOMIELAW,

Where every information will be given to all Officers making inquiry.

THOMAS SHANLEY, Secretary, pro tem.

N.B.—A Reading and Smoke Room will shortly be Opened.

**MEMBERS DESIROUS OF PURCHASING LARGE Photographic Picture of Delegates WHO MET AT**

**CARDIFF**

In OCTOBER, 1889, can have one or more copies on application to Head Office.

W. M. MAXWELL, Assistant to Gen. Sec.

**SAILORS' AND FIREMEN'S UNION BOARDING HOUSE, EDWARD MILTON, Proprietor.**

"FORESTERS AT MR."

81, EAST HOLBORN, SOUTH SHIELDS.

ESTABLISHED 1856.

**SAMUEL & CO., 140, BUTE ROAD, CARDIFF,**

AND AT

**STATION ROAD, BARRY DOCK**  
(Between Andrew's Coffee House & Dock Station).

**TAILORS, OUTFITTERS, & BOOT MAKERS.**

**THE NOTED STORES FOR FAIR TRADING.**

New and Second-hand Sextants, Quadrants, and Marine Glasses always in Stock.

ADVANCE NOTES CASHED FOR 1s. IN THE POUND.

N.B.—Special terms have been arranged for all Members of the Seamen's Union.

**Norwegian Patented Fog & Horns,**

*As used on board the New York Pilot Cutters, And on board the Scandinavian War Ships.*

FOR SALE AT

**J. MATHIESEN'S. SHIP CHANDLER.**  
31, SANDPORT STREET, LEITH.  
SOLE AGENT FOR Firth-of-Forth.

**TOBACCONISTS COMMENCING.**

Write for Illustrated Guide (249 pages, three stamps). "How to open respectfully, £20 to £1,000."—**TOBACCONISTS' OUTFITTING COMPANY,** Chief Offices, 183, Euston-rd., London, the largest and oldest complete Tobacconists' Furnishers in London.

**£20**

**NOTICE.**

*To all Union Crews Sailing from London.*

If from sickness, or any other cause, any men who have signed in your ship fail to turn up at the appointed time, and your ship leaves the Dock short-handed, but with the intention of shipping men in the river, or at Gravesend, ascertain the number of men that is short, and report the same to the Delegate on board the Launch, or at Gravesend. Do not allow boarding house masters, runners, or any other of the Thames sharks that infest the river to put any men on board. Remember that you can get Union Men at Gravesend, or from the Launch that flies the Union flag.

JOHN DEGNIN, Sec., Gravesend Branch.

**TUG BOAT BRANCH. SAILORS' & FIREMEN'S UNION.****NOTICE.**

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at Mr. Fysh's, 257, East India Road, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Wednesday evening.

**TO SHIOPWNERS.**

Shipowners requiring Masters or Mates can depend upon being supplied at once with thoroughly Competent, Steady, and Trustworthy Captains and Officers by communicating with Capt. Luccock, 33, Market Place, South Shields, where a Register of Unemployed Masters and Mates is kept, free of charge.

**THE SHIP'S SURGEON OF TO-DAY.**

BY

C. H. LEET, F.R.C.S., Eng.

Late Surgeon-Major Army Staff, and some time Surgeon White Star, Cunard, and Alfred Holt Lines, &c., &c.

Opinion of *The Lancet*.—"This pamphlet throws a lurid light on the discomfort and petty insolence a surgeon who attempts to do his duty by his employers, the passengers, and the crew, is exposed to from the officer in command, unless he is content to close his eyes to all abuses."

The British Medical Journal says:—"Dr. Leet is doing good service by drawing attention to the present very unsatisfactory position of ships' surgeons."

The Liverpool Journal of Commerce writes:—"Judging from his testimonials, Dr. Leet stands high professionally and socially."

PRICE SIXPENCE.

Apply to DR. LEET, 116, DERBY ROAD, BOOTLE.

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OF THE

**GENERAL SECRETARY,**  
CABINET SIZE,

CAN DO SO BY APPLYING TO

**Mr. W. M. MAXWELL,**

174, High Street East,

SUNDERLAND.

**NOTICE.**

*Union Men are requested to BOARD only at Boarding Houses which are ADVERTISED in "SEAFARING."*

Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's Union,

J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seaman's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

**NOTICE.**

Sailors are earnestly requested not to join any Whitstable or Faversham vessel under £4 per Month, and Ordinary Seamen according to their merit, as the men intend to sail by the Month instead of by the Voyage. Branch Secretaries and Delegates are requested to look after the above vessels that may visit their Ports.

J. DONOVAN, Sec.,  
WHITSTABLE BRANCH.

March 30, 1890.

**NOTICE.**

Seamen would do well to take careful note of the sums deducted from their wages for postage in foreign ports. Nearly all the letters received at the office of SEAFARING from seamen abroad are insufficiently stamped. The envelopes containing these letters will in future be preserved, so that seamen may compare the postage actually paid by the captain with the postage he has deducted from their wages.

**"COMMONWEAL"**  
SOCIALIST & LABOUR ADVOCATE.

Record and Review of the Labour Movement in all parts of the World.

SPECIMENS FREE.

ONE PENNY WEEKLY.

24, Great Queen's St., Lincoln's Inn Fields, London, W.C.

**NAUTICAL ACADEMY,**

108, Fenchurch Street, London, E.C.

CAPTAIN BROUGHTON

Holds Certificates for Extra Master, Comp. Dev., and A.B. from H.M.S. President. Separate rooms for each grade. Seamanship class daily.

DEVIASTOPE AND THE COLLISION AVOIDER.

April 26, 1890.

**R. WHITE,  
WHOLESALE  
CABINET  
BEDDING  
MANUFACTURER,  
70, 72, & 74, Rathbone Street,  
CANNING TOWN, LONDON, E.**

Houses Furnished from 10  
to 100 Guineas.

ALL GOODS WARRANTED.

**SPECIALITIES IN  
SEAMEN'S BEDDING.**

PURE WOOL BEDS,  
4/6, 5/6, 6/6, 7/6 each.  
BUSH RUGS & COLOURED BLANKETS

sent free to any part of the Kingdom on receipt of  
P.O. Order. Prices, 3/9, 4/9, 5/9, 6/9.

**FEATHER BED,  
BOLSTER AND TWO PILLOWS,**

In Linen Tick, 56lb., warranted good and free from  
dust, ~~and~~ carriage free on receipt of Post Office  
Order for

**£2 10s.**

**R. WHITE,  
70, 72, & 74, Rathbone Street,  
CANNING TOWN, LONDON, E**

**NOTICE.**

To Members of the National Amalgamated  
**SAILORS' AND FIREMEN'S UNION**  
All Union Men arriving at or sailing from  
LEITH are invited to visit

**L. HYMANS**

Pawnbrokers' Salerooms & Seamen's Outfitting Stores  
**3, TOLBOOTH WYND, LEITH,**  
Where he has always on hand a large stock of New and  
Second Hand Clothing, suitable for Seamen, at prices to  
suit everyone. Also large quantities of unredeemed  
pledges, consisting of Gold and Silver Watches,  
Sextants, Optical Goods, Marine and Field Glasses, at  
really low prices.

**ARMY & NAVY TROUSERS FROM 1/6 TO 3/6  
SEA BOOTS FROM 8/6 TO 25/.**

Note.—L. H., being an authorised agent for the most  
prominent Boot and Shoe Manufacturers, purchasers  
may depend on getting the best value.

**OILSKINS FROM 6/6 TO 10/6 A SUIT.**

N.B.—Members of the Seamen's and Firemen's Union  
supplied on Special Terms. Advance notes cashed at  
a very small percentage.

**N. A. S. & F. U.  
UNION HOME,  
26, UNION STREET, LIVERPOOL,  
Sailors and Firemen 15s. per Week.  
A. J. CANDLER, Proprietor.  
N.B.—Every attention paid to Boarders. None but  
Union men admitted.**

**UNION MEN IN LONDON**  
SHOULD GO TO  
**C. KELLY,  
180 & 144A, VICTORIA DOCK RD,  
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For Serge, Oilskins, Guernseys, Officers'  
and Seamen's Caps and Hosiery.  
Mats, Ties, Scarves, Collars &c. of the  
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Every description of Oilskins made to order. Suits  
made to measure on the most reasonable terms and  
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Printed by PERKINS BAGG & Co., Limited, 36-40, Whitefriars-street, E.C., and Published by A. COWIE, at 150, Minories, London, E.